

DISTRICT OF COLUMBIA AIR NATIONAL GUARD
Andrews Air Force Base, Maryland



**A History of the
District of Columbia
Air National Guard
1940-1996**



Rick Mitchell is a lifelong resident of suburban Baltimore. He is a 1972 graduate of the University of Maryland at College Park with a Bachelor of Science degree in General Business. He is married to Dorothy and is the father of Steven and Kelly. Rick grew up in an Air National Guard family. His father joined the Maryland Air National Guard several years after World War II and was the commander from 1961 to 1976. Rick has been a freelance writer for 14 years in addition to his full-time profession as an insurance claim representative for 24 years.

In 1988, after writing about automotive topics, Rick transitioned to writing about aviation topics, having grown up around fighter aircraft. Later that year, he volunteered to write the Maryland Air Guard's history. The result was a book published in December 1989, entitled the **History of the Maryland Air National Guard**. After that, in 1990, Rick wrote a book about the history of the Bell P-39 Airacobra, entitled **Airacobra Advantage: The Flying Cannon**, which was published in March 1992.

Rick next created an all-volunteer, non-profit group called the **Sabre Jet Historical Society** in 1991. He published a quarterly magazine about the F-86, called **Sabre Jet Classics**. This magazine featured researched historical articles as well as interviews and written stories from pilots, crew chiefs and tech reps.

After two years of self-publishing **Sabre Jet Classics**, the magazine was given to the **F-86 Sabre Pilots Association** late in 1993, which began publishing it as their official publication beginning in Winter 1994. Copies of **Sabre Jet Classics** are in the libraries of both the Air University and the U.S. Air Force Academy, in their Special Collections.

In Spring 1994, Rick wanted the opportunity to work with the closest F-16 Fighting Falcon squadron to his home, which was the 113th Wing at Andrews AFB, MD. He offered to write the District of Columbia Air National Guard's history as a volunteer project. The result is this historical narrative.

Rick is a member of the Air Force Association, the F-86 Sabre Pilots Association, the Confederate Air Force, the Mustang Club of America, and an honorary member of the DCANG Reunion Association. The majority of his freelance writing on selected topics is volunteer work. One of Rick's goals is to help create an **F-16 Viper Pilots Association**, with a professionally developed quarterly magazine, similar to what he accomplished for the Sabre pilots.

FLARE

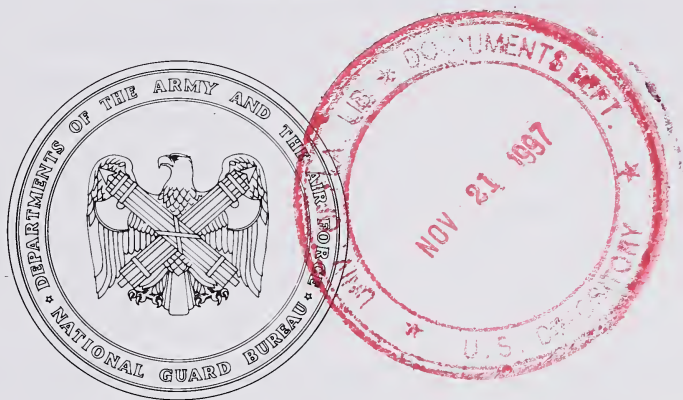


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A History of the District of Columbia Air National Guard



DISTRICT OF COLUMBIA AIR NATIONAL GUARD
Andrews Air Force Base, Maryland
10/4/96 Final Edition



A History of the District of Columbia Air National Guard
By RICK MITCHELL

DISTRICT OF COLUMBIA AIR NATIONAL GUARD
3252 E. Perimeter Rd.
Andrews AFB, Md. 20762

District of Columbia Air National Guard Mission

The mission of the Headquarters, District of Columbia Air National Guard, is to provide command and control, management and operational support to DCANG operational units. The 113th Wing's mission is to provide the Air Force with combat ready fighter, airlift, and support units. The 121st Fighter Squadron with the F-16C Falcon, provides air superiority, interdiction and close air support to dominate friendly and hostile airspace. The 201st Airlift Squadron, equipped with C-22B and C-21A passenger jets, provides timely, secure air transportation for District of Columbia National Guard, National Guard Bureau, and Department of Defense senior leaders. Support units include the 113th Medical Squadron, 113th Operations Support Flight, 113th Services Flight, 113th Security Forces Squadron, 113th Communications Flight, 113th Civil Engineering Squadron, 113th Mission Support Flight, 113th Logistics Squadron, 113th Logistics Support Flight, 113th Aircraft Generation Squadron and 113th Maintenance Squadron. The mission of the 231st Combat Communications Squadron is to deploy worldwide in support of Air Force operations; install, operate, maintain, and manage communications, electronics-meteorological equipment, and air traffic control/air navigational aid facilities. The mission of the 121st Weather Flight is to provide weather forecasting services to support the First Army Mission Planning.

DEDICATION

This book is dedicated to the thousands of men and women who are or were members of the District of Columbia Air National Guard, and especially to their families, whose unselfish silent dedication often goes unrecognized.

A special dedication and remembrance is further made to those District of Columbia Air National Guard members who made the ultimate sacrifice for their Country. May they never be forgotten.

IN MEMORY OF THOSE WHO DIED IN THE LINE OF DUTY

BENJAMIN ABELL, JR
MICHAEL ALKIRE
HARRY S. ALLEN
R. G. BRASWELL
WARREN BROWN
JOHN CABIGAS
JOHN FENIMORE, JR
SHERMAN FLANAGAN, JR
WILLIAM GRAY

ELMER MERCURIO
JAMES MULLEN
JOHN PESCH, JR
JOHN REDLON
RALPH REICHLIN
DONALD ROSS
CHARLES RYERSON
ORRIN WATSON

The Story Behind The Book

This history is a researched compilation of available data and recollections from surviving members about many of the accomplishments of the District of Columbia Air National Guard over its 56-year history. This book is the result of many hours of research, digging through archives and military orders, and data comparison. Never before has there been one concise document covering the unit's history. Most of the text was developed from reviewing the 113th Wing's publications. Additional facts were referenced from other commercially available aviation books or news sources as noted in the bibliography. Finally, discussions were held with highly respected past and present Guard members for technical assistance. As a result, special thanks are given to the following individuals who generously offered their time and talents toward the completion of this book:

| | |
|--|--------------------------------------|
| Maj. Gen. Russell C. Davis | Lt. Col. Lawrence H. Boteler, (Ret.) |
| Brig. Gen. Bernard W. Hurlock (Ret.) | Lt. Col. Donald N. Edmands, Jr. |
| Brig. Gen. William R. McCall, Jr. (Ret.) | Lt. Col. James A. Matthews, (Ret.) |
| Brig. Gen. Paul A. Pochmara | Lt. Col. Donald O. Pettit, (Ret.) |
| Brig. Gen. Richard E. Spooner | Lt. Col. Robert E. Railey, (Ret.) |
| Brig. Gen. Bruce F. Tuxill, MDANG | Lt. Col. John A. Ramsey |
| Brig. Gen. Alonzo J. Walter, Jr., (Ret.) | Lt. Col. Michael D. Redman |
| Col. John B. Handy | Lt. Col. Vincent J. Shibano |
| Col. Stephen D. Kelly | Lt. Col. Robert J. Spermo |
| Col. Albert G. Maltz (Ret.) | Lt. Col. Alan R. Westrom |
| Col. Irving E. Taylor (Ret.) | Lt. Col. Samuel P. Williamson |
| Col. Judy L. Troyer | Lt. Col. Mike O. Milord |
| Col. David F. Wherley, Jr. | Maj. Eugene M. Beard, (Ret.) |

| | |
|--|--|
| Maj. Mark K. Moore | Master Sergeant Sandra K. Campbell |
| Maj. Jeffery B. Puckett | Master Sergeant Charles V. McClay |
| Capt. Jeffrey A. Rindin | Technical Sergeant Gordon L. Groby, (Ret.) |
| 1st Lt. William F. Hutchison | Technical Sergeant Phillip R. Jackson |
| 1st Lt. Kevin McAndrews | Technical Sergeant Carol Moffett |
| Chief Warrant Officer Martin Dempf, (Ret.) | Staff Sergeant Christopher R. Hager |
| Chief Master Sergeant Dewey L. Barnwell, Jr. | Staff Sergeant Charity Shingleton |
| Chief Master Sergeant Michael M. Cavey | Mr. Gary Gault |
| Chief Master Sergeant Frank E. Gilger (Ret.) | Ms. Dorothy E. Mitchell |
| Chief Master Sergeant Richard L. Moore, Jr. (Ret.) | Mr. Jack Neufeld |
| Chief Master Sergeant Ronald F. Perkins (Ret.) | Ms. Bobbi A. Price |
| Chief Master Sergeant John K. Wells | Ms. Geraldine D. Schluderberg |
| Senior Master Sergeant Ronald E. Karl | Ms. Norma L. Taylor |
| Senior Master Sergeant Ronald N. Patrone | Ms. Jacqueline M. Villalon |

Much of the research leading to this text was originally prepared by the DCANG’s own editors and writers over many years. The author reviewed an extensive amount of their data, edited it, supplemented it with other information and interviews, and polished the final text. Extra special thanks to those mostly unsung individuals. The author apologizes for not knowing your names, but without your invaluable efforts, this text would not have been possible.

The author is the son of a former Maryland Air National Guard group commander. This book was developed as a volunteer project. In 1988, after freelance writing about automotive topics for five years, I returned to my first love, aviation, and began writing about World War II to the present military aviation. I soon went in search of my first book-length project and volunteered to write the History of the Maryland Air National Guard. I met Col. Bruce F. Tuxill, then the 175th Tactical Fighter Group commander, who welcomed the idea. For the next year, I walked those same ramps where as a kid I marveled at watching those magnificent F–86H Sabres fly. It was a year well spent, and in December 1989, that book was published.

Over the next five years, I researched and wrote about the Bell P-39 Airacobra and the North American F-86 Sabre. The results were a book published about the P-39, and two years of Sabre Jet Classics, a quarterly magazine I published on the F-86. For a civilian non-flyer, it was incredibly exciting and truly rewarding to interview 'Cobra pilots about chasing Zeros over Papua New Guinea, or F-86 drivers about tearing apart MiG-15s over North Korea. I interviewed and later met several of the surviving Korean War aces and developed some genuinely great friendships.

The time had come, by 1994, to undertake a project on my most favorite current-day jet fighter, the F-16, and so I asked to visit with Brig. Gen. Paul A. Pochmara, the commander of the 113th Wing, the closest F-16 outfit to my home. I put in my adoption papers and volunteered to write the DCANG's history. The result is this book. I was just as excited about this project when it was done as when I first undertook it. Walking the ramp, seeing the 113th's Vipers up close, talking with the pilots and ground crews-it was like reliving the F-86 years again, except the F-16 is my generation's Sabre Jet! I was always made to feel at home when I visited at Andrews. Many people I dealt with were truly sincere, fine individuals. It really is true the Air Guard is a family. Long live the DCANG!

My sincere thanks to all who participated in this tribute to the proud heritage of the District of Columbia Air National Guard and who were always so excellent to work with. This book was a thoroughly rewarding experience of which I am truly proud.

Special Thanks

A special thank you to Maj Beverly L. Armstrong, MSgt Michelle A. McDonald, TSgt Dwight C. Martin, and SSgt Adan C. Caraballo for their dedication, committment and expertise provided in the final stages of publishing this book.

The Author

Late last summer, my family and I visited one of the ocean resorts. We vacationed in a high-rise condominium looking over the steel-green waters of the Atlantic. One afternoon was spent observing the waves dashing against the shore, while looking as far as I could for any passing ships. My thoughts turned to a television story I watched several weeks before. It discussed how sport divers were recovering World War II artifacts from sunken German U-boats laying on the bottom of these same waters, just off the coast of so many Atlantic resorts. One individual showed the interviewer a mint condition set of binoculars recovered from the torn hull of a U-boat. Its military eagle inscription was clearly visible between the eyepieces. I wondered how many American ships were first spotted through those same eyepieces before the captain turned the submarine into firing position?

Soon I realized it was over 50 years ago that many of the District of Columbia Air National Guard's earliest 121st Observation Squadron members were undertaking this same duty. They gazed over the Atlantic for endless hours, but from small observation aircraft, looking for those same German U-boats while flying on antisubmarine patrols. They were attempting to counter a very real threat quietly gliding beneath the ocean's surface, perhaps only a few hundred yards from where I was vacationing. It was amazing that despite being "away on vacation," the roots of the District of Columbia Air National Guard's history were as much "down at the shore" as they were at home in the Washington, D.C. and central Maryland areas.

My time at the ocean was unseasonably cold and windy. What bleak, inhospitable and demanding duty sub-chasing was during the war. And yet antisubmarine duty was necessary as enemy subs existed in that saltwater 50-plus years ago, the same Atlantic Ocean where my kids were playing in the surf. The historical irony was incredible.

And so, the history of the District of Columbia Air National Guard and its early missions flying antisubmarine duty begins within the next few pages, and what a fabulous account it is! The story you are about to read is an exceptionally good one

because of the incredible accomplishments of the DCANG. You will read about wartime campaigns, participation in three federal active duty call ups, numerous awards, a long line of classic propeller-driven and jet-powered aircraft, many truly heroic individuals within the units, and all this culminating in four Air Force Outstanding Unit Awards for the 113th Wing and two for the 201st Airlift Squadron

in the early 1990s.

There were tragedies, though, with loss of life along the way. Great success is not without great risk, and this sometimes comes at the expense of loss of life, the unit's most precious asset, as our dedication page sadly notes. But how did the DCANG accomplish the highly praiseworthy level it has achieved today? That story is contained within this book. We hope you will enjoy it and realize what a proud heritage the District of Columbia Air National Guard has, with greater prospects for the future to look forward to.

We wish to note that one difficulty we experienced in developing this book was that we could not find pictures at the 113th Wing of every aircraft the unit had since its formation before World War II. We identified 48 different types, but after checking every known resource, we only located pictures of one-third of these. Therefore, we turned to government photo sources for generic pictures to complete our photographic record. You will see many excellent pictures, primarily from the National Archives and Records Administration and the National Air and Space Museum, to complement our narrative. Do not be alarmed to see Air Force, Army or other different markings on some of the aircraft! We are pleased though that we could assemble a fine representative photographic record of the unit's diverse assortment of aircraft for our text.

One final point we want to make is that the most difficult period of the District of Columbia Air National Guard's history to research was 1940 to 1945. This was because very little primary resource data and few surviving members are available. The 121st Observation Squadron was renamed or redesignated several times, and the unit was broken up frequently and sent in different directions, many times between 1942 and 1945. The version presented describing the 121st's World War II record is based upon government documents. It describes the unit's movements in Africa, Italy, and France, although other inquiries indicated some 121st members, possibly as much as half of the unit, were broken off. They were trained in B-24 and B-29 bombers in the United States for duty in the South Pacific.

In fact, the Evening Star reported on December 20, 1950 that, "Many of the officers of the 113th Wing were enlisted men in the old 121st Observation Squadron, which was organized in March 1941 and called to active duty on September 1, 1941. At that time they had O-38s, the old open cockpit biplane. They reported to Langley Field and served as observation planes over the Atlantic and in air rescue jobs. During the war, the squadron lost its identity, but many of its airmen remained together. The war converted them first to B-18 medium bombers, then to B-24s

for the latter part of the African campaign. In November 1944, a flight group commanded by Col. Mackall in Saipan was among the first to operate B-29s. Most of their planes were destroyed on the ground during a Japanese raid late in December 1944. Under the 20th Bomber Command of the Twentieth Air Force, the District airmen later participated in fire raids over Tokyo, and dropped drums of supplies for American prisoners of war in Japan after the war ended.”

We are presenting the most accurate data for the 121st Observation Squadron, based upon primary documents, for those 121st members during World War II who were still generally referred to as the 121st. Here then, we proudly unfold the history of the District of Columbia Air National Guard.

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Chapter 1

The Early Years Before the DCANG

The United States traces its earliest aeronautical endeavors to the Civil War of the 1860s when observers went aloft in primitive balloons to report troop movements by both sides. Later during the Spanish-American War of 1898, a balloon was used for aiming artillery at the Battle of San Juan Hill. It was not until 1908, however, that a heavier-than-air flying machine was seriously considered when the Air Service entered into a contract on February 10, 1908 with the Wright Brothers to construct the U.S. Army's first military airplane. This rudimentary design completed its final acceptance flight in July 1909 by finishing a ten mile cross-country journey.

By 1911, the Curtiss Aeroplane Company prepared an airplane for the New York National Guard along with its first pilot, Beckwith Havens, who later became a member of that unit. He is honored today as the National Guard's first military pilot.

On July 18, 1914, an Aviation Section was authorized for the Signal Corps that operated all aircraft for the military and their supporting equipment and training.

The first flying unit within the National Guard was created in November 1915. This was the Aviation Detachment, First Battalion of the New York National Guard. This flying outfit was later redesignated the First Aero Company. Capt. Raynal C. Bolling was its first commander. Later, Col. Bolling became the Assistant Chief of the Air Service, but he was killed on March 26, 1918 in Amiens, France, during a confrontation with German soldiers on the ground. Bolling AFB in the District of Columbia, was named to honor his memory.

During 1916, the National Defense Act passed which improved the Aviation Section and created a reserve officer and enlisted corps.

Chapter 2

After World War I

By 1920, less than two years after World War I, Congress developed the Air Service as a separate Army branch. The National Defense Act, also passed that year, allowed the inception of militia air units. On January 17, 1921, Minnesota's 109th Observation Squadron was federally recognized as the first National Guard flying unit. On July 29, 1922, Alabama's 106th Observation Squadron became the first National Guard air unit to hold summer camp, which was the active duty field training held annually by the National Guard units.

The observation units were created to provide airborne data on troop movements for the National Guard's land - based forces that the flying unit assisted. As a result, the observation units were usually equipped with slower flying observation aircraft, generally with two-person crews, the second person being a "spotter," and frequently camera-equipped.

Chapter 3

The Birth of the 121st Observation Squadron

By the late 1930s, there were 19 observation squadrons assigned within the National Guard. The 1930s, though, was an unsettled time as the clouds of war formed over many European and Pacific nations. Although the United States was officially neutral and held itself isolated from the world's military buildups, President Franklin D. Roosevelt put forth a plan in April 1939 to increase the size of the existing observation squadrons as well as to add ten more state units to that total. Thus, the 121st Observation Squadron, the forerunner of today's modern F-16C equipped 121st Fighter Squadron, was allocated to the District of Columbia National Guard on July 30, 1940. It was federally recognized on April 10, 1941 at Bolling Field, southeast of Washington, D.C., less than eight months before Japanese naval forces attacked Pearl Harbor in the Hawaiian Islands and World War II broke the isolation of the United States. The order looked as follows:

NATIONAL GUARD BUREAU
NGB 325.4 (Air) D.C. - 2
WAR DEPARTMENT WASHINGTON

BY AUTHORITY OF THE SECRETARY OF WAR April 11, 1941

121st Observation Squadron, District of Columbia National Guard, having conformed to the requirements prescribed by National Guard Regulations, and in accordance with the provisions of Section 60, National Defense Act, approved June 3, 1916, as amended, is extended federal recognition.

Effective: April 10, 1941
Station: WASHINGTON
Letter of allotment: NGB 325.4 D.C. - 4 - February 20, 1941
For the Chief, National Guard Bureau:

NGB Form 4.
L. H. Frasier,
Lt. Col., N. G. B.
Assistant

Bolling Field was the original headquarters for the 121st Observation Squadron, and the 121st conducted basic training at Bolling. Maj. Clifton C. Hutchison was the first commander of the

121st Observation Squadron. Hutchison was 42 and had prior flying experience with the United States Army, as well as with commercial transports and air mail flying. He had been with the Civil Aeronautics Administration as an examiner and the 110th Observation Squadron. Along with Hutchison as the commanding officer, Capt. William H. Beard was the medical officer, and 1st Lt. John A. Victor was the public relations officer. The operations officer was Capt. Robert L. Coe. The transportation officer was 1st Lt. George A. Stinson, and the engineering officer was 1st Lt. Fred A. Green. The original members of the 121st Observation Squadron, both officers and enlisted, were handpicked and came from all professions. The early newspapers described the members of the 121st Observation Squadron as, "made up of former lawyers, athletes, private pilots, and business and professional men of many fields." The initial unit was comprised of approximately one-third college graduates, while most of the other members had high school degrees. The 121st Observation Squadron conducted its flying training at an airport in Beltsville, MD with the use of two aircraft, along with four others at Bolling Field.

During the first year of the 121st's existence, the flying officers completed their standard eight-month army training at either Barksdale, Kelly or Maxwell Fields. They were then commissioned second lieutenants. The flying officers for the 121st Observation Squadron included 1st Lt's. Henry C. B. Clagett, Jr., Laidler B. Mackall, George E. Patching, Patrick Ready and Cyril L. Alden; along with 2nd Lts. Marion R. Klyce, James V. Williams, Jr., John A. Victor, Jr., Marcel Lindheimer and Jack Herrick. The observers for the 121st were 2nd Lts. Alvin R. Barnett, Theodore I. Colyer and Haywood R. Faison, Jr.

During the 121st Observation Squadron days, the unit had a circular squadron insignia of a bumblebee with a spyglass in its hands looking to the earth. The patch was described as, "Ingenuity, tirelessness, persistence, fortitude, and nature of stinging retaliation to any attempts to injure its work, suggested by the central theme of a bumblebee. The spyglass indicates observation work. The helmet might suggest the dome of the Nation's Capitol (Washington, DC is the home of 121st Observation Squadron, which was originally composed of Washington men exclusively.) The stars give further emphasis to the aerial aspect. The border represents the flag of the District of Columbia. The expression on the face of the bumblebee portrays confidence and determination."

During the summer of 1941, the 121st remained under district control, but by September 1, the 121st was on active duty. On that date, the 121st Observation Squadron was called to federal service at an induction ceremony at the National Guard Armory in Washington, DC. At the end, the members were dismissed to spend the day with their families. Beginning the next morning, they prepared to move to Fort Bragg, NC. The 121st Observation Squadron was first based at Camp Simms in Washington, DC. When it was there, the flying training was restricted to the Washington metropolitan area, along with some cross-country trips.

The 121st's transfer to Fort Bragg was by motor convoy, by air and by train, beginning on September 11. When the 121st Observation Squadron left, it had 21 officers and 108 enlisted. When it arrived at Fort Bragg, the 121st trained under simulated war conditions.

Earlier, when the 121st Observation Squadron was at Bolling, it had two O-47Bs and one AT-6A. When the unit moved to Fort Bragg, these three aircraft went with them while additional aircraft were assigned.

The North American Aviation O-47 was a mid-wing, two-seat monoplane used for observation duties that had a fully enclosed canopy and retractable landing gear. During the Second World War,

both the O-47A and O-47B were used extensively for antisubmarine duty. The O-47 was powered by a 975 h.p. Wright Cyclone R-1820 radial engine producing a maximum speed of 221 m.p.h. The wingspan was 46 ft., 4 in.; length 33 ft., 7 in.; and height 12 ft., 2 in. The O-47 weighed 5,900 lbs. empty. It was armed with one forward firing .30 cal. machine gun in its right wing, and one rear firing .30 cal. gun. The O-47 could carry up to 650 lbs. of bombs. The O-47B had a 1,060 h.p. engine and improved fuel capacity.

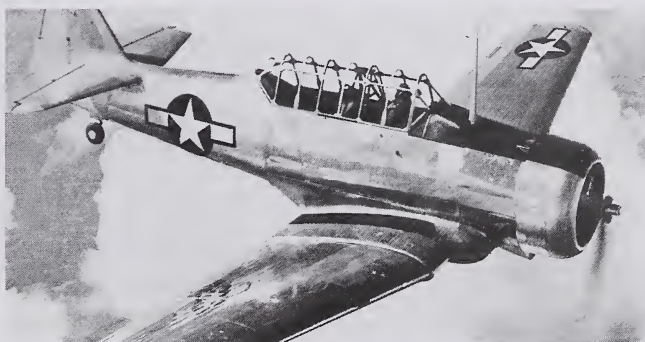
The North American Aviation AT-6A. Texan was developed in the late 1930s and continued in production until the early 1950s as an advanced trainer used by many pilots before transitioning into



The observation aircraft that began the 121st's proud heritage, the O-47B, as pictured in this representative 1939 photo. (NARA Photo No. RG18-WP-Box44-65250)

fighter aircraft. The Texan served with over 40 air forces during its long career. The AT-6A was powered by a 550 h.p. Pratt and Whitney R-1340 radial engine capable of 212 m.p.h. at 5,000 ft. It weighed 4,271 lbs. empty. The Texan sat two pilots in tandem, and the rear cockpit was fully instrumented. The wingspan was 42 ft., 1/4 in.; length 29 ft., 6 in.; and height 11 ft., 8 1/2 in. Most

The AT-6A was an advanced trainer used by a generation of fledgling service pilots. (NASM Photo No. 1B-25909)



Texans were unarmed.

When the 121st Observation Squadron arrived at Pope Field, NC by September 14, 1941, it had difficulty locating a permanent hangar. Members lived in five-bed pyramidal army tents at Fort Bragg's "Ghost City," which was located near Pope AFB. The 121st moved to Owens Field, Columbia, SC on September 23. It was joined by the 105th and 112th Observation Squadrons. These three formed the 65th Observation Group whose assignment was flying reconnaissance missions for the First Army Corps. At this time, the 121st had 19 officers and 105 enlisted, and five aircraft. When the 121st Observation Squadron arrived in Columbia, the unit functioned actively as an aerial

observation squadron. The 121st participated in the Carolina Maneuvers of fall 1941. The 121st was assigned 13 aircraft, and there were 13 pilots in the squadron. Because of the threat of enemy submarine attacks along the coastline of the United States, many observation squadrons initially flew antisubmarine patrols. The 121st was involved in this until October 1942.

By November 30, 1941, the 121st had one O-38B, one O-38E, one O-46A, one O-47B, four O-58s, and one AT-6A aircraft, and possibly ownership of or access to the O-49 and the O-52.

The Douglas O-38 was a two-seat, observation biplane powered by a 525 h.p. to 625 h.p. Pratt and Whitney Hornet R-1690 radial engine. The O-38 began its military career with several observation units in 1931. It had a maximum speed of 153 m.p.h. The O-38B had an open cockpit, whereas the O-38E had a fully-enclosed canopy. The wingspan was 40 ft.; the length was 32 ft.; and the height was 10 ft., 8 in. The O-38 weighed 3,070 lbs. empty, and could carry four 100-lb. bombs. It was armed with a rear firing .30 cal. machine gun and another forward firing .30 cal. gun.

The Douglas O-46A was the first high-wing, two-seat monoplane observation aircraft to be used by the observation units. The O-46A entered military service in 1936, and was powered by a 725 h.p. Pratt and Whitney Twin Wasp R-1535 radial engine capable of 200 m.p.h. It had a fully enclosed canopy and weighed 4,776 lbs. empty. The wingspan was 45 ft., 9 in.; length 34 ft., 6 3/4 in.; and height 10 ft., 8 1/8 in. It was armed by one forward firing .30 cal. machine gun in its right wing, and one rear firing .30 cal. machine gun. O-46As were flown on some antisubmarine patrols during



The O-38B was somewhat dated when the 121st received it, as seen in this 1931 photo. (NARA Photo No. RG18-WP-Box26-42524)



An improved version of the O-38 was this model, the O-38E. (NARA Photo No. RG18-WP-Box26-46824)



The O-46A was suited for antisubmarine patrol duty, as viewed in this 1936 photo. (NARA Photo No. RG18-WP-Box26-54054)

World War II.

The O-58 was the military designation given to the Aeronca L-3 high-wing light plane used for observation duties after 1941. Two crew members flew in this aircraft, which was powered by a 65 h.p. Continental engine capable of a top speed of 87 m.p.h. The O-58 weighed 865 lbs. empty, and had a wingspan of

35 ft.; a length of 2 ft.; and a height of 7 ft., 8 in. The O-58 was unarmed.

The Stinson (Vultee) V-74 high-wing

observation plane was ordered for military service in 1940 as the O-49 before later being designated L-1. O-49s were powered by a single 295 h.p. Lycoming R-680-9 radial engine, and had a top speed of 122 m.p.h. The O-49 weighed 2,593 lbs. empty. It had a wingspan of 50 ft., 11 in.; a length of 34 ft., 3 in.; and a height of 10 ft., 2 in. some O-49s were modified for ambulance duty. All were unarmed.

The Curtiss-Wright Model 85 Owl was known as the O-52. It was an all-metal design built as a high-wing observation aircraft and carried a crew of two. The O-52 first flew in 1941. It featured a collapsible rear deck



The O-58, as represented in this 1941 photo, was also used by the 121st for observation duties. (NARA



The O-49 began along line of liaison aircraft when its designation was changed to L-1. (NARA Photo No. RG18-WP-Box52-70490)

to allow the gunner a clear firing area. It also had a retractable landing gear. The O-52 was powered by a 600 h.p. Pratt and Whitney R-1340-51 Was radial engine. It had a maximum speed of 208 m.p.h. at 3,000 ft. The O-52 weighed 4,231 lbs. empty, and had a wingspan of 40 ft., 9 1/2 in., a length of 26 ft., 4 in.; and a height of 9 ft., 3 1/4 in. The 121st moved to Lexington County Airport, Columbia, SC, on December 8, 1941, the day after the infamous Pearl Harbor attack.



The O-52 was one of the most advanced pre-world War II observation planes, as represented in this 1941 photo. (NARA Photo No.

Chapter 4

World War II

On December 26, 1941, the 121st moved to Langley Field, VA, and was redesignated 121st Observation Squadron (Light). The 121st also flew antisubmarine patrols in B-18s during 1941 and 1942.



For a short time, the B-18A, as noted in this 1938 photograph, was our best American bomber, but its bombing career was halted with the introduction of the legendary B-17. (NARA Photo No. RG18-WP-Box22-60966)

The Douglas B-18 Bolo was a low-wing bomber design, based on the civilian Douglas DC-2 commercial transport (which was very similar to the DC-3/C-47 series aircraft) that first saw military use in 1936. Many were later modified into B-18Bs and used for antisubmarine duties after additional equipment was added. The B-18A was powered by two 1,000 h.p. Wright R-1820-53 Cyclone radial engines, allowing a maximum speed of 215 m.p.h. at 10,000 ft. The wingspan was 89 ft., 6 in.; the length 57 ft., 10 in.; and the height 15 ft., 2 in. The B-18A weighed 16,321 lbs. empty. The B-18 enjoyed great initial success, but was quickly overshadowed by the vastly more capable Boeing B-17 four-engine bomber during World War II. The B-17 soon replaced all B-18s and relegated them to other duties.

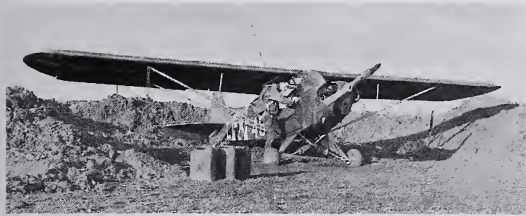
Antisubmarine Duty - 1942

On January 5, 1942, the 121st was reassigned from the First Air Support Command to the Eastern Theater of Operations. It was redesignated again to the 121st Observation Squadron on July 1, 1942 and reorganized. The 121st was inactivated on October 18, 1942 at Birmingham, AL, and allocated to the III Air Support Command.

Stateside Activity - 1943

The 121st was reorganized on April 9, 1943 as the 121st Liaison Squadron and activated on April 30, as part of the 76th Reconnaissance Group at Vichy Army Air Base, MO. On May 8, the squadron moved to Morris Field, NC. Additional training followed. On August 15, the squadron became part of I Air Support Command. From August 27, the 121st was based at Raleigh-Durham Army Air Field, NC. The 121st was allocated to I Tactical Air Division on September 25. A Flight and D Flight were reassigned to the control of the Mediterranean Theater of Operations (MTO). The 121st was again reorganized. During this period, the 121st flew the L-4, L-5, L-6 and the A-24.

The L-4 was the military observation version of the famous high-wing Piper J-3 Cub, which



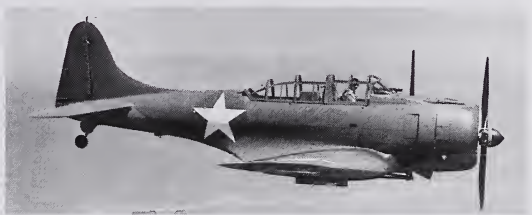
A representative L-4, as used for observation by the U.S. Ninth Army close to the front in Germany in 1944. (NARA photo No. 5678-111-SC-197788)



Another workhorse light observation plane in this 1944 picture was the L-5. (NARA Photo No. RG18-WP-Box 52-151304)



Although similar to the L-4 in layout, the L-6 was less widely used than its Piper Cub near-lookalike. (NASM Photo No. 1B-07749)



An A-24 in a scene from a 1942 Signal Corps training film. This aircraft is best remembered as the Navy's Dauntless dive bomber. (NARA Photo No. 5661-111-SC-149516)

first appeared in 1938. The two-seat L-4 was powered by a 65 h.p. Continental engine giving a top speed of 100 m.p.h. at sea level. It weighed 730 lbs., and had a wingspan of 35 ft., 2 1/2 in.; a length of 22 ft., 4 1/2 in.; and a height of 6 ft., 8 in. All L-4s were unarmed.

The L-5 was developed from the Stinson V-76 Sentinel as a two-seat observation and liaison aircraft in 1941. The L-5 was powered by a 185 h.p. Lycoming engine which allowed a top speed of 130 m.p.h. The empty weight was 1,477 lbs., wingspan 34 ft.; length 24 ft., 1 in.; and the height was 7 ft., 11 in. L-5s were not armed, but some were used for light bombing.

The Interstate Aircraft and Engineering Corporation's Model S-1B Cadet was a high-wing lightplane that resembled the Piper Cub in general layout. The aircraft was militarized by extending the

clear canopy panels further toward the tail to allow for observation duties, and by adding a more powerful four-cylinder engine. The aircraft was then redesignated L-6. The unarmed L-6 was powered by a 102 h.p. Franklin 0-200-5 motor allowing a top speed of 114 m.p.h. The aircraft weighed 1,103 lbs. empty. It had a wingspan of 35 ft., 6 in.; a length of 23 ft., 5 in.; and a height of 7 ft.

The Douglas SBD Dauntless, a naval attack bomber, was also built in the early 1940s for use on land by the Army Air Force as the A-24, but with the deletion of the arrester hook beneath its rear fuselage. This two place, low-wing aircraft was powered by a 1,200 h.p. Wright R-1820-60 Cyclone radial engine that gave a top speed of 255 m.p.h. at 14,000 ft. The wingspan was 41 ft., 6 in.; length 33 ft.; and height 13 ft. The A-24 weighed 6,450 lbs. empty.

On October 25, 1943, the 121st Liaison Squadron received approval for a new mascot insignia. This was a caricatured tan and brown turtle riding a pogo stick, leaving a trail of hops or impact marks in black, all outlined in light turquoise blue. The insignia faced toward the front of the aircraft. The significance was that the turtle depicted a slow but sure travel, as characterized by the story of "The Tortoise and the Hare" in Aesop's Fables. The limited range of liaison airplanes was depicted by the short hops the turtle made on the pogo stick.

The 121st was allocated to Third Air Force on December 10, 1943.

The 121st Goes Overseas - 1944

On January 8, 1944, the 121st moved to Hampton Roads, VA for shipment overseas. On February 10, the 121st was sent on board ship 0622-BB at Camp Patrick Henry to the MTO as part of the Army Air Force's Fifteenth Air Force, and based at Oran, Algeria, in North Africa by March 16. From April 17 to July 9, the 121st was based at Telergma, Algeria, but transferred to Pomigliano, Italy on July 24. On September 1, A Flight was sent to the European Theater of Operations (ETO), to St. Tropez, France as part of Ninth Air Force. The unit moved to Lyons, France on September 15, and then Vittel, France, from October 3 to March 1, 1945, while attached to the Sixth Army Group. In the interim, D Flight was sent to Vittel from October 7, 1944 until March 1, 1945. Other flights were based at several locations in Italy until May 1945, such as Florence in October 1944, and Verona and Manerba in May 1945, and later Florence in July and August 1945. Additionally, A Flight and D Flight were allocated to the US Strategic Air Forces in Europe from November 1 until November 29, 1944, then to Ninth Air Force until December 22, and then to the First Tactical Air Force (Prov.) with the 63rd Fighter Wing until March 1, 1945.

The Return Home - 1945

On February 25, 1945, the 121st, without A Flight and D Flight and the Ground Echelon Detachment, was attached to Twelfth Air Force. On March 1, A Flight and D Flight were transferred from their attachment to the 63rd Fighter Wing. Both were then reassigned to the MTO. The 121st Liaison Squadron was reorganized again, and A Flight was remanned on March 27. C Flight and D Flight were inactivated at the same time. During 1944 and 1945, the 121st flew L-4s and L-5s, as well as the A-20. It supported the Army in northern Italy and France until Germany surrendered in May 1945.

The Douglas A-20 Havoc was a twin-engine attack bomber, developed in the late 1930s. It flew with many allied air forces in World War II, and remained a frontline aircraft during the entire war in many different theaters. The A-20 was powered by two Wright R-2600 Double Cyclone radial engines developing 1,600 h.p. The A-20 was capable of 317 m.p.h. at 10,000 ft. It had a wingspan of 61 ft., 4 in.; a length of 48 ft.; and a height of 17 ft., 7 in. Some A-20s were heavily armed with six .50 cal. machine guns in their nose, two .50 cal. machine guns in a dorsal turret, and one .50 cal. gun in a ventral tunnel. The maximum bomb load was 2,000 lbs. internally and 2,000 lbs. externally. The A-20 weighed 17,200 lbs. empty.

On June 23, 1945, the 121st Liaison Squadron was given shipment #22011-Z for reassignment to the United States. By July 13, the 121st was reorganized. The 121st left Naples, Italy on August 13 to return to the United States by water aboard the Wakefield. The squadron arrived at the Base Port of Entry on August 22, and departed Camp Myles Standish, MA on August 23 for Tampa, FL. The 121st was reassigned to the Continental Air Forces with an authorized strength of 17 officers and 149 enlisted. By August 25th, the 121st Liaison Squadron was reassigned to Third Air Force, and sent to Drew Field, FL (Assembly Station). It next moved to Muskogee Army Air Field, Muskogee, OK, from September 13 to November 7, 1945, where the unit was inactivated and placed under the control of the War Department. During 1945, the 121st also flew the UC-78.

The Cessna T-50 was a five-seat, twin-engine, low-wing light transport pressed into military service as the UC-78. The T-50 first flew in 1939. It was used for a variety of duties, including a conversion trainer. The unarmed T-50 as powered by two 245 Jacobs R-775-9 radial engines which gave a maximum of 195 m.p.h. at sea level. The T-50 weighed 3,500 lbs. empty. It had a wingspan of 41 ft., 11 in.; a length of 32 ft., 9 in.; and a height of 9 ft., 11 in.

Between October 10 and November 6, 1945, the 121st was awarded battle credit for participating in the Antisubmarine Campaign, the Po Valley Campaign, the North Apennines Campaign and the Rome-Arno Campaign.

By December 25, 1945, most of the National Guard flying squadrons were inactivated. All 29 state squadrons returned home by 1946.



An A-20B in a scene from a 1942 Signal Corps training film. The A-20 was one of the war's unsung heroes. (NARA Photo No. 5661-111-SC-9583)



The UC-78 was widely-used twin engine transport during the war, as seen in this 1942 photo. (NARA Photo No. RG18-WP-Box9-102107)

After World War II

The Rebirth Of The 121st - 1946

On January 30, 1946, the Chief of Staff of the Army commanded the state flying squadrons be reactivated. By that spring, the development of the revitalized National Guard flying units was well underway.

During 1946, the District of Columbia Air National Guard (DCANG) published a three-page outline entitled, "Information For Applicants Concerning The Air National Guard Of The District Of Columbia." In that brochure, the War Department authorized the District of Columbia National Guard to activate the following air units: the 113th Fighter Group HQ, the 113th Air Service Group HQ, Detachment "A" 113th Air Service Group, the 121st Fighter Squadron (SE) (meaning "single engine") and an Attached Utility Flight, the 121st Weather Station (Type A), and the 113th Aircraft Control and Warning Squadron. These would be manned and equipped according to War Department Tables of Organization and Equipment. Aircraft would include 25 P-47 Thunderbolt fighters, four A-26 Invader attack bombers, two C-47 transports, two AT-6 trainers, and two liaison aircraft. The report noted these units of the Air National Guard were part of the Army Air Forces, Air Defense Command which was responsible for air defense of the continental United States. Initial personnel were restricted to honorably discharged veterans of World War II. Age limits were 18 to 35, with provisions up to 40, depending upon military service. Applicants must be residents of the Washington area, including the nearby suburbs of Maryland and Virginia. Total requirements exceeded 1,000 officers and enlisted. Summer training, probably of two weeks duration, would begin in 1947. The report stated flying operations would start in July 1946, and be arranged so as to not interfere with the individual's civilian vocation. The document further noted an application was made for use of Bolling as the base for the District of Columbia National Guard air units.

On May 1, 1946, the 121st Squadron was constituted and reorganized. At that time, the 121st essentially was the District of Columbia Air National Guard. The 352nd Fighter Group, however, of Eighth Air Force from World War II, had been redesignated the 113th Fighter Group and allotted to the DCANG, as of May 24. The 121st was redesignated as the 121st Fighter Squadron (SE), and allotted to the District of Columbia National Guard (the first state unit federally recognized after the war was the 120th Fighter Squadron in Colorado). The 121st was authorized effective May 27, with 32 officers and 98 airmen. A Utility Flight was assigned to the squadron, with six officers and 29 enlisted. The organization of Headquarters, 113th Fighter Group was also authorized effective May 27, with 27 officers and 42 enlisted. On May 31, the District of Columbia Air National Guard was reorganized in a Memorial Day ceremony which touched off enlistments in the 121st Fighter Squadron. When the 121st accepted applications during 1946, over 400 pilots applied.

When the DCANG reformed in 1946, Lt. Col. Albert L. Cox, Jr. was the commander of the 113th Fighter Group; Maj. Clyde E. Kittle commanded 113th Fighter Group Headquarters; Capt. Albert S. Dereskervich commanded the 121st Weather Squadron; Capt. Benjamin S. Abell, Jr. commanded the 121st Utility Flight; Maj. Russell A. Potter commanded the 213th Air Service

Squadron, and Maj. Wayne H. Stout was the commander of the 121st Fighter Squadron (SE).

On June 13, 1946, the Chief of the National Guard Bureau submitted a letter to the District of Columbia Air National Guard outlining Stage One for Manning for federal recognition.

The memo stated, "The primary stage initial manning of squadron level units for federal recognition requires a minimum of 25% officers and 10% enlisted." Classifications stated every fighter squadron should have eight officers and 13 enlisted; each light bomber squadron should have eight officers and 15 enlisted; each utility flight should have two officers and three enlisted, and each service group should have three officers and 14 enlisted. The personnel were to be "capable of organizing a National Guard fighter or bomber squadron" to maintain five P-47s or P-51s, two AT-6s, and one C-47 for a fighter squadron, or three A-26s, one C-47 and two AT-6s for a bomber squadron.

The District of Columbia Air National Guard was inspected for federal recognition in the District Building on Indiana Avenue in Washington, DC on October 2, 1946. The unit complied with National Guard Bureau requirements and was recommended for federal recognition, provided certain changes were made with the facilities. The 121st Fighter Squadron (SE) was federally recognized along with the Utility Flight on October 2 at Andrews Army Air Field (now Andrews Air Force Base), MD, 11 miles southeast of Washington, DC. The DCANG thus became the only Air National Guard (ANG) flying unit not based in its own state. The order looked as follows:

NATIONAL GUARD BUREAU
WAR DEPARTMENT
WASHINGTON
BY AUTHORITY OF THE SECRETARY OF WAR

121st Fighter Squadron, Single Engine
District of Columbia National Guard

having conformed to the requirements prescribed by National Guard Regulations, and in accordance with the provisions of Section 60, National Defense Act, approved June 3, 1916, as amended, is extended federal recognition.

Effective: 2 October 1946

Station: Andrews Field, Camp Springs, Maryland
Letter of allotment: RDSNG 325.4 (Air)(PWP) Gen.-31, dated 24 May 1946
For the Chief, National Guard Bureau:
NGB Form 4. W. A. R. ROBERTSON Col., NGB Assistant

There has been confusion about the heritage of the 113th Fighter Group in World War II. During the war, the 352nd Fighter Group assembled on September 29, 1942, and later inactivated on November 10, 1945. The 113th Fighter Group is the redesignation given to the 352nd when the 113th was allocated to the DCANG on May 24, 1946. The 352nd Fighter Group, however, was not the same as the 121st Observation Squadron during World War II. These were two different outfits during

the war. The 352nd flew P-47 Thunderbolts and P-51 Mustangs on fighter missions over Europe, a different assignment than the 121st accomplished during the war. The 113th Fighter Group formed in 1946 was a new unit for the District of Columbia Air National Guard. The 113th Fighter Group was federally recognized on November 2, 1946.

The 121st was a part of the 113th Fighter Group, based in Washington, DC. The other units in this group were the 104th Fighter Squadron from Baltimore, MD, and the 149th Fighter Squadron from Richmond, VA. When all three squadrons were combined, the group was considered self-sufficient. The 113th FG, along with the 112th FG from Pittsburgh, PA (146th FS, 147th FS and 148th FS), and the 111th Bombardment Group from Philadelphia, PA (103rd BS and 117th BS), combined to form the 53rd Wing, Philadelphia, PA, of Eleventh Air Force. As of November 12, 1946, Eleventh Air Force was assigned to administer the training within the 113th Fighter Group.

The DCANG was originally equipped with four aircraft, two AT-6 Texan trainers and two L-5 liaison aircraft. On December 15, 1946, the 121st Fighter Squadron (SE) flew its first mission. The first two planes to take to the air were flown by 1st Lts. Lyman N. Fairbanks, Jr. and Allen C. Shepard. They were led by Lt. Col. Glenn E. Duncan, who was the senior air instructor assigned to the 113th Fighter Group and a regular Army officer. At the same time, two Texan trainers from the Maryland Air National Guard's 104th Fighter Squadron circled Andrews when the DCANG aircraft took off.

Chapter 5

The History of Andrews Air Force Base

Many different military units have been stationed at Andrews, and the physical plant has constantly expanded. The first outfit was based there over 100 years ago. During the Civil War, Union infantrymen were billeted in a small country church, which was later used as the old base chapel.

The area was first considered for an air field as early as 1929. Not until 1941, however, when the United States' entry into the world conflict appeared imminent and the existing air fields in the surrounding area could not handle the increasingly heavy flow of military air traffic, was the purchase of land for the necessary construction authorized. The selected area took in a large part of a suburban community. Many families were asked to sell their homes to make way for the development. After they moved, construction began on the 3,250 acre tract. Later, additional land was purchased, increasing the reservation to its present size of 4,420 acres. Within this wide area, engineers built 15 miles of taxiways and runways, the latter not intersecting until 1952 when two runways were extended to accommodate jet fighters. Construction was still proceeding in 1943 when the first troops arrived. Less than a year after the first military plane landed, Camp Springs Army Airfield, as it was called then, was in full operation as a combat training center for P-47 Thunderbolt fighter pilots.

On February 7, 1945, the name of Camp Springs was changed to Andrews Field, in memory of an aviation pioneer, Lt. Gen. Frank M. Andrews, who was, at the time of his death in a plane crash in Iceland in 1943, the commander of all U.S. Armed Forces in Europe. Continental Air Command headquarters moved onto the base in 1946, and in 1947 was succeeded by the Strategic Air Command (SAC) headquarters. In 1947, SAC moved to Offutt AFB in Omaha, NE, and Military Air Transport Service moved onto the base. As of January 13, 1948, Andrews Field, Camp Springs, MD was renamed Andrews AFB.

The Thunderbolt Years - 1947

At first, the 121st was equipped with training aircraft, but each Air Guard fighter unit in the west and Midwest states was to receive the North American P-51D Mustang, while the units to the south and eastern United States were to receive an allotment of Republic P-47D or P-47N Thunderbolts. Along with these were target-towing Douglas A-26 Invaders (later redesignated B-26 when all earlier Martin B-26 Marauders were phased out after World War II), North American AT-6 Texan two-seat trainers, Stinson L-5 liaison aircraft, and Douglas C-47 transports. By February 1947, the 121st received its first nine P-47Ds. The 121st was one of 18 Guard squadrons to receive the Thunderbolt that year.

The Republic P-47D Thunderbolt was the biggest and heaviest single-seat, piston-engine fighter developed during World War II. It was also the first model of the "Jug", as it was affectionately

known among its pilots, to feature an unobstructed bubble canopy, which eliminated rear-vision blind spots. The P-47D was used extensively during the war as both a long-range escort fighter and fighter-bomber. It had a wingspan of 40 ft., 9 3/8 in.; a length of 36 ft., 1 3/4 in.; and a height of 14 ft., 7 in. The Thunderbolt was powered by a Pratt and Whitney R-2800 radial engine capable of 2,300 h.p., which allowed for a maximum speed of 360 m.p.h. at 5,000 ft., or 430 m.p.h. at 30,000 ft. Thunderbolts weighed 9,900 lbs. empty, and were armed with eight .50 cal. machine guns. They could also carry bombs and rockets.

The Douglas B-26 Invader was a twin-engine bomber developed later during World War II as the successor to the A-20 Havoc. B-26Bs originally carried eight .50 cal. machine guns in their faired-in noses,



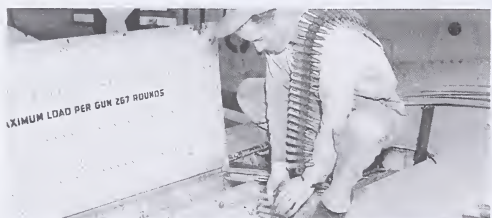
The first fighter aircraft to resupply the 121st after World War II was the legendary P-47D Thunderbolt. (DCANG Photo)



With eight .50-caliber machine guns, the P-47D was one of the more heavily gunned fighters from World War II. (DCANG Photo)



"Open-air" flight planning along the parking ramp. (DCANG Photo)



Loading .50-caliber bullets into the Thunderbolt's gun bays. (DCANG Photo)



Two of the unit's B-26Bs. (DCANG Photo)

along with six .50 cal. guns in their wings. A crew of three or four could be carried, along with up to 4,000 lbs. of bombs internally and/or rockets under the wings.

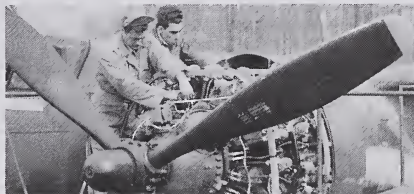
B-26Bs were powered by two 2,000 h.p. Pratt and Whitney R-2800 radial engines. They were capable of 373 m.p.h. at 10,000 ft. They weighed 22,370 lbs. empty, and had a wingspan of 70 ft.; a length of 50 ft.; and a height of 18 ft., 6 in.

The C-47 Skytrain (or "Gooneybird") was a strengthened model of the Douglas DC-3 twin-engine transport from the late 1930s with stronger engines. Over 10,000 military C-47s were built

during World War II, of which many survived after hostilities. The C-47 was powered by two 1,200 h.p. Pratt and Whitney Twin Wasp R-1830 radial engines that provided a top speed of 215 m.p.h. The unarmed C-47 weighed 17,720 lbs. empty. It had a wingspan of 95 ft.; a length of 64 ft., 6 in.; and a height of 16 ft., 11 1/2 in.



Several DCANG B-26Bs share the parking ramp across from the unit's P-47Ds. (DCANG Photo)



Routine maintenance in the early days after World War II was somewhat austere! (DCANG Photo)

On July 26, 1947, the National Security Act officially formed the United States Air Force. It became a separate service from the former United States Army Air Forces as of September 18, 1947. This law also created the Air National Guard.

In August 1947, Lt. Col. Laidler B. Mackall was the commander of the 113th Fighter Group.

Mackall was one of the original cadre of young pilots in the old 121st Observation Squadron from 1941. He was a 1938 Princeton graduate who finished three years of law school, at Georgetown University when he entered a military flying school, and enlisted in the 121st in 1941 before the unit was called to active duty. Mackall was a World War II combat veteran with 500 combat hours in the Pacific and 30 bombing missions against Japan. He was awarded the Silver Star, the Distinguished Flying Cross with One Oak Leaf Cluster, the Soldiers' Medal, and the Air Medal with Four Clusters. The 1947 summer camp was at Andrews. It began on August 10 and ran for 15 days. There were 200 civilians attending. During the encampment, the members lived in tents. It was hoped that each pilot would receive four flying hours daily for 60 hours. The DCANG maintained 28 P-47s, four B-26s, four AT-6s and four C-47s. In addition to the flying training, all phases of operating a complete Guard unit were taught. Engine and aircraft mechanics, operations, radio, and other subjects were a refresher to the veterans who enlisted.



The long life of the B-26B in DCANG service was a testimony to the design's reliability. (DCANG Photo)



The Gooneybird was a welcomed addition to many Air National Guard units. (DCANG Photo)

By November 1947, the DCANG announced it was looking for 25 more pilots and 289

enlisted to bring it to its authorized strength. Pilots would train for 32 to 37 weeks at Randolph Field, Texas, beginning on March 1.

On November 9, 1947, a mock force of 20 B-26 bombers from the 55th Bomber Wing crossed the Delaware Bay to attack the Nation's capital. The enemy "threat" was repulsed by 32 P-47s scrambling from Andrews with members of the 113th Fighter Group. At that time, the 113th was made up of three squadrons, the 121st from Washington, the 104th from Baltimore, and the 149th from Richmond. This was the largest exercise in the history of the Air National Guard to date.

The Legendary Willard W. Millikan - 1948

On January 18, 1948, a DCANG C-47 transport, flown by 1st Lt. Charles R. Ryerson, crashed on takeoff. On board during the training mission were 1st Lt. Theodore M. Williams, the co-pilot; Staff Sergeant Harry E. Hovermill, and a female naval reserve yeoman, who was a passenger. After the aircraft reached an altitude of 30 ft., it suddenly veered, flew through trees, and struck a one-story equipment building 200 yards from the end of the runway at Andrews. Ryerson was killed, and the other occupants were seriously injured. A corporal in the building was admitted to the Andrews hospital for lacerations.

In May 1948, the 113th Fighter Group was commanded by Lt. Col. Mackall, and the 121st Fighter Squadron was commanded by Maj. Willard W. Millikan.

Willard Wesley Millikan was born in Hamburg, Iowa on December 4, 1918. He was married and had one daughter. Millikan attended Peru State College from 1939 to 1941. He enlisted in the Army Air Forces as an aviation cadet in 1941, but was discharged after failing flight checks. He trained with the Royal Canadian Air Force (RCAF) and earned his wings to become a fighter pilot. He served with the RCAF during the Battle of Britain flying British Spitfire and Hurricane fighters on combat patrols, and escort and scramble missions, for one year as a sergeant pilot. He joined the 8th Army Air Force Fighter Command in England in October 1942 as a 2nd Lt. He became a triple ace with 425 combat hours; 171 combat missions; and 15 German aircraft destroyed, including BF-109s and FW-190s, while flying with the 4th Fighter Group (formerly the Eagle Squadron). He was promoted to 1st Lt. in April 1943, and Capt. in April 1944. He became a prisoner of war after a midair accident with his wingman over Germany forced him down, when he was the commander of the 336th Fighter Squadron. After 15 months as a prisoner of war, he escaped in April 1945, just prior to the end of hostilities in Europe.



Brigadier General Willard W. Millikan (DCANG Photo)

Maj. Millikan was released from the Army Air Force in January 1945. He joined the DCANG as an Air Operations Officer in October 1946. When Millikan joined, it was as a Capt. He was released from the Army Air Force as a Maj., but dropped a grade to join the 113th. He was promoted back to Maj. in October 1947. Within a short time, he became the commander of the 121st Fighter Squadron. He was promoted to Lt. Col. in October 1948. His occupation during the 1950s was as

the Washington representative of the Northrop Aviation Company, the developers of many famous flying winged aircraft.

On June 11, 1948, “P” for pursuit was changed by the Air Force to “F” for fighter. All P-47Ds were therefore redesignated F-47Ds.

As of July 1, 1948, Eleventh Air Force Headquarters was inactivated, and First Air Force became responsible for all duties from Eleventh.

During 1948, the 113th Fighter Group left for its second two-week summer encampment. It went to Dover AFB, DE from July 31 to August 14. The units attending were Headquarters, 113th Fighter Group; the 121st Fighter Squadron (SE); the 121st Utility Flight; the 121st Weather Station “Type A”; the Headquarters Detachment 213th Air Service Group, and the Detachment “A” 213th Air Service Group. The commander of the 121st Weather Station was Capt. Doyne Sartor; the commander of the 121st Utility Flight was Capt. Benjamin C. Abell, Jr., the commander of the Headquarters Detachment 213th Air Service Group was Col. Henry C. B. Clagett, Jr., and the commander of Detachment “A” 213th Air Service Group was Capt. Philip B. Anderson, Jr.

The 1948 camp was attended by 1,300 National Guardsmen from the District of Columbia, Virginia, Maryland and Delaware. This was the first these units were assembled for summer training, and among them were 403 District of Columbia Air Guardsmen. A highlight was when the governors of Virginia, Pennsylvania and Delaware attended for “Governors’ Day.” During the Governors’ Day review, the four units presented 64 F-47 Thunderbolts to the visitors as an aerial display.

During the middle of camp, 1st Lt. Clifton M. Eisele, Jr. achieved the highest score in gunnery. At the end, the 121st “White House” Squadron placed first in the aerial gunnery competition, and had fired 25,000 rounds of ammunition while flying 700 hours.

As of December 1, 1948, First Air Force changed assignment from Air Defense Command to Continental Air Command.

The 121st Enters the Jet Age - 1949

As of February 23, 1949, the 113th Fighter Group was reassigned from First Air Force to Ninth Air Force.

On April 9, 1949, 1st Lt. Nelson B. Woodson landed at the Rochester, NY airport when one wheel and a wing tip touched the runway and swung his airplane around. Woodson was a member of the 121st Fighter Squadron. The result was lacerations to his face. He was admitted to Strong Memorial Hospital in Rochester for treatment.

On April 25, 1949, 1st Lt. Elmer Mercurio took off from Andrews in an F-47D for an evening mission with Lt. Col. Millikan and 1st Lt. Michael Encinias. Mercurio’s Thunderbolt dove suddenly, and crashed at Fair Haven, MD, four miles from North Beach. Mercurio was killed. He was a veteran of the European Theater of Operations with 60 missions in P-51 Mustangs.

The DCANG held its first open house and air show on April 30, 1949 at Andrews. Thunderbolts from the 121st “White House” Squadron performed aerial reviews. Ms. Elise R. Garland, an

employee of the Agriculture Department, was selected as the “Queen of the District Air National Guard.” There were displays of weather and communications equipment.

The 1949 summer camp was at New Castle AFB in Wilmington. It began on August 13 when 600 officers and enlisted left for Delaware. The DCANG took 17 Thunderbolts, three B-26s, three C-47s and several training aircraft. The units involved were the 121st Fighter Squadron, the 121st Headquarters Squadron, the 121st Utility Flight, the 121st Weather Squadron, the 113th Fighter Group Headquarters, the 213th Air Service Detachment “A”, and the 213th Air Service Headquarters. During the first week, the F-47Ds flew 257 hours.

On November 8, 1949, the National Guard Bureau announced F-84C Thunderjets were allocated to the Air Guard, and the 121st was readied for transition with deliveries to begin on or about December 10. The F-47D Thunderbolts were reassigned to other Air Guard units. One went to the 104th Fighter Squadron, and two to the 149th. Five of the F-47Ds assigned to the 121st, however, were kept for training. Delivery of the Thunderjets occurred at a rate of two per day until 24 F-84Cs were delivered. Arrangements were made for a fuel servicing unit and a C-22 auxiliary power plant, along with the necessary JP-1 fuel and storage facilities.

In December 1949, the 121st received four Thunderjets. The 121st was the first Air Guard unit in Ninth Air Force assigned the jets and the first to fly F-84Cs. At the time, Ninth Air Force covered the states along the middle Atlantic. The 121st Fighter Squadron’s commander, Lt. Col. Millikan, was the first DCANG pilot to fly the new aircraft. His flight lasted forty minutes. Millikan



The F-84C brought the 121st into the jet age. (DCANG Photo)

received his instructions at the Republic factory, located at Farmingdale, Long Island, NY. In the interim, three other pilots of the 121st went through jet training at Shaw Air Force Base, Sumter, SC. It was expected the F-47Ds would be replaced by mid-February 1950. The 121st compiled 7,444 flying hours in 1949. Of this, 1,082 were at night, and 1,092 were on instruments.

The successor to the Thunderbolt was Republic’s first jet fighter, the P-84 Thunderjet, which was redesignated to F-84 in 1948. The Thunderjet was a new design begun at the end of 1944 as fighter-bomber replacement for the P-47. The P-84 was developed around a single General



Checking a banner target for hits after a practice gunnery mission. (DCANG Photo)

Electric J-35 turbojet developing 3,750 lbs. of thrust. The P-84 was a straight-wing design. It set a new American speed record of 611 m.p.h. in September 1946. Early F-84s were armed with four .50 cal. machine guns. F-84s flew fighter escort missions during the early months of the Korean War, but when the faster swept-wing, Soviet-built MiG-15 jet fighter appeared, the Thunderjets were transferred to the fighter-bomber role where they were extremely effective.

The F-84C weighed 9,662 lbs., and was powered by a 4,000 lbs. of thrust J-35 turbojet that allowed a maximum speed of 587 m.p.h. at 4,000 ft. The wingspan was 36 ft., 5 in.; the length was 37 ft., 5 in.; and the height was 12 ft., 10 in. Later models of the F-84 had swept wings which greatly improved their performance.



Loading the forward magazines in the F-84C. (DCANG Photo)

Chapter 6

The Korean War Call Up 1950

As of January 16, 1950, the 121st Fighter Squadron (SE) was redesignated 121st Fighter Squadron, Jet, and the Utility Flight was redesignated the Utility Flight, 121st Fighter Squadron, Jet.

The 121st completed its conversion to the Thunderjet by January 28, 1950. The 121st became the first all-jet fighter squadron of the Air Guard when the last F-84C was delivered. On January 29, Headquarters, DCANG announced the 121st "White House" Fighter Squadron had completed its conversion. As the last of the nearly 600 mile per hour jet fighters were turned over, 12 Air Guard pilots left for Mitchell Air Force Base on Long Island to undergo high-altitude pressure tests in chambers. These were required before the pilots were permitted to check out in the jets. The Squadron's first official appearance in the F-84C over Washington, DC occurred in early April when 12 Thunderjets, led by Lt. Col. Millikan, performed an aerial salute to the Cherry Blossom Festival.

In April 1950, the DCANG announced its summer camp would be divided between two locations. The 121st "White House" Fighter Squadron would conduct camp at Andrews, under the command of Lt. Col. Millikan. The other units would complete their encampment at Byrd Field near Richmond, VA, under the command of Col. Mackall. This arrangement was because the runways were not long enough for jet fighters at Byrd.

On May 7, 1950, an F-84C flown by 1st Lt. Forrest G. Thompson crashed while attempting a three-jet takeoff. The three intended to fly cross-country to Miami, FL. The Thunderjet flown by Thompson suffered a power loss while at a speed of 100 m.p.h.. It went off the runway, over an embankment, tore off its landing gear and came to a stop in a nearby wooded area. The fuel on board caught fire while Thompson escaped, and the plane burned. The other pilots, 1st Lts. T. O. Batey and R. G. Braswell, departed Andrews safely.

The Thunderjets of the 121st performed in the Armed Forces Day celebration on May 20, 1950 at Bolling AFB.

In May 1950, the 113th Fighter Group was reorganized, and the Group lost the 142nd Fighter Squadron, based at New Castle. The 113th still controlled the 121st "White House" Squadron, the 104th at Baltimore, and the 149th at Richmond.

In late June 1950, North Korean troops and tanks overran the border into South Korea and signaled the beginning of the Korean War. Many Air National Guard units were called to active duty either for Korea, Europe, or sent to other locations around the world or within the United States.

Summer camp for 1950 occurred August 12 to 26. The 121st and Detachment "A" of the 213th Air Service Group remained at Andrews AFB. The 113th Fighter Group, Headquarters and the 213th Air Service Group, Headquarters trained with the 104th and 149th Fighter Squadrons at

Byrd. Also serving were the 121st Utility Flight and the 121st Weather Station.

On August 31, 1950, 2nd Lt. Michael Alkire was killed when his F-84C crashed near Emmittsburg, MD. Alkire was a member of the 121st. He was flying as wingman for 1st Lt. William W. Hall. The two Thunderjets were from Andrews on a night formation flight during a thunderstorm. Just before ten o'clock, Alkire departed the formation when Hall entered a cloud. When Hall flew out of the cloud, his wingman was not there. Alkire crashed on a farm.

On October 15, 1950, the Utility Flight of the 121st Fighter Squadron, Jet was inactivated.

Headquarters and Headquarters Squadron, 113th Fighter Wing was constituted and allotted to the Chief of the National Guard Bureau, Air Force Division effective September 1, 1950 for activation and federally recognized on October 16 at Andrews. Col. Mackall was moved to command 113th Wing Headquarters. The 213th Air Service Group and Detachment A were disbanded. Activation of the 113th was accomplished and federal recognition granted October 16. The Headquarters and Headquarters Squadron, 113th was authorized 30 officers and 68 enlisted. The 113th, after completion of the reorganization, was composed of the following major units: Headquarters and Headquarters Squadron, 113th Fighter Wing; Headquarters and Headquarters Squadron, 113th Air Base Group; Headquarters, 113th Maintenance and Supply Group; Headquarters, 113th Medical Group; Headquarters, 113th Fighter Group, and the 121st Fighter Squadron, Jet. The 113th Fighter Group became the Tactical Group Headquarters under the 113th Wing on October 16. The following major units were augmented by a Maintenance Squadron Element: Supply; Installations; Air Police; Food Service; Medical Group, and an Air Section of the Headquarters Detachment. The authorized Air Group strength, including the Air Section, was 161 officers, one warrant officer and 882 airmen, for 1,044. The strength for the 121st Fighter Squadron, Jet, as of October 16, was 40 officers and 131 airmen.

The mission of the 113th Air Base Group was to provide administrative and support services for the 113th Fighter Wing while at Andrews AFB and during annual field training periods.

As of November 1, 1950, the 113th Fighter Wing became the responsibility of First Air Force. The units within the 113th Fighter Wing were the 113th Fighter Group, the 113th Air Base Group, the 113th Maintenance and Supply Group, and the 113th Medical Group. At the same time, the 113th Wing became responsible for the 104th Fighter Squadron (SE), Maryland Air National Guard; the 149th Fighter Squadron (SE), Virginia Air National Guard; and the 121st Fighter Squadron, Jet, District of Columbia Air National Guard.

On December 19, 1950, by direction of the President and the Secretary of Defense, the 113th Fighter Wing Headquarters and Headquarters Squadron, the 113th Fighter Group Headquarters, the 121st Fighter Squadron, Jet, the 113th Maintenance and Supply Group, Headquarters and Headquarters Squadron the 113th Medical Group Headquarters, and the 121st Weather Station were ordered to active federal service at Andrews, as of February 1, 1951. They were to serve for 21 consecutive months, or such other period as may be authorized by law, unless sooner relieved. These units were assigned to Continental Air Command. At this time, the 121st Fighter "White House" Squadron was

commanded by Lt. Col. Millikan; the 113th Fighter Group was commanded by Lt. Col. Melvin C. Garlow; the 113th Maintenance and Supply Group was commanded by Lt. Col. John F. Graham; the 113th Air Base Group was commanded by Col. Henry C. B. Claggett, Jr.; the 113th Medical Group was commanded by Lt. Col. William H. Beard, and the 121st Weather Station was commanded by Capt. Donald E. Martin. Maj. Benjamin C. Abell, Jr. was the air inspector of the 113th Wing.

During 1950, two B —26 Invaders from the DCANG took part in the Second Annual Air Force Gunnery Meet, where they towed targets at 12,000 to 20,000 ft. for teams firing in the meet.

An Air Defense Command Unit - 1951

On January 8, 1951, the Advanced Detachment of Headquarters and Headquarters Squadron, 113th Fighter Wing was organized in Washington, D.C., and assigned to First Air Force. The element structure was converted to the support squadron structure. The 113th Air Police Squadron was federally recognized with three officers and 55 enlisted. It was activated on January 18 and assigned to the 113th Air Base Group.

During the Korean War, the 113th was ordered into active federal service. By direction of the President, and under the authority conferred by the Selective Service Extension Act of 1950 (Public Law 599, 81st Congress) (Air Force Bulletin 24, 1950), the Headquarters and Headquarters Squadron, 113th Fighter Wing, and assigned support units and members thereof, were ordered into active military service of the United States, effective February 1, 1951. The 113th Fighter Wing was under the command of Col. Mackall. The 113th Fighter Group was commanded by Col. Melvin C. Garlow; the 113th Air Base Group was commanded by Lt. Col. Graham (the former commander, Col. Claggett, had been relieved prior to entry into federal service), the 113th Maintenance and Supply Group was commanded by Lt. Col. Allan C. Clark, and the 113th Medical Group was commanded by Col. Beard. All units, except the 121st Fighter Squadron, were moved to New Castle Air Force Base. The 121st Fighter Squadron remained at Andrews under the command of Lt. Col. Millikan.

The 113th Fighter Wing, upon arrival at New Castle, assumed command of the base. This command function was new to nearly all personnel of the 113th. The Advanced Detachment of Headquarters and Headquarters Squadron, 113th Fighter Wing was discontinued on February 1, 1951. The 113th was assigned to New Castle as a permanent change of station, to be moved at the earliest date after February 10 to replace the Fourth Fighter-Interceptor Wing, which had moved to Korea with its F-86A Sabre Jets, the only active Air Force wing so equipped. The 142nd Fighter Squadron, Jet and the 148th Fighter Squadron (SE) were reassigned to the 113th Fighter Group as of February 1, 1951. The 113th Air Police Squadron was also activated on February 1, 1951 and moved to New Castle. From its inception until February 1, 1951 when the unit was activated, the DCANG, represented first by the 121st Fighter Squadron, then the 113th Fighter Group, and then the 113th Fighter Wing, had been assigned to Continental Air Command.

The Birth of Detachment 1 - 1951

Detachment 1 (OLAA) (the term "OLAA" means Operation Location AA) was formed on

February 1, 1951 at Andrews with the designation of Air Base Flight “H”, Headquarters, and attached to the Air Section of the District of Columbia National Guard. It was first commanded by Maj. Benjamin C. Abell, Jr. when Lyman N. Fairbanks, Jr. was recalled to extended active duty on February 1, 1951 as an air inspector for Korean service. Abell was a D.C. Guardsman since 1937 and considered a pioneer in the Air Guard’s formation. He was mobilized in 1941 and flew 73 missions over Europe. Detachment 1’s aircraft included the B-26, C-47, C-53 and F-51. Detachment 1 has since provided transportation between the National Guard Bureau and Guard units in all states and territories while using a wide variety of aircraft. Detachment 1 has provided proficiency trainers for attached aircrews from the District of Columbia Headquarters and the National Guard Bureau.

The Douglas C-53 Skytrooper was generally identical to the Douglas C-47 Skytrain, except



The C-53 was nearly identical to the immensely popular C-47/DC-3 transports, as pictured in this sample 1941 photo. (NARA Photo No. RG18-WP-Box24-82495)

the C-53 was not equipped for large cargo loads. It did not have the bigger loading door on the C-47. It had features more closely resembling its civilian

cousin, the DC-3 airliner, such as wooden floors and twenty-eight seats, but it did have the ability to tow gliders. The C-53 was otherwise similar to the DC-3.

The Birth of Headquarters, DCANG - 1951

Headquarters, DCANG, was organized on February 1, 1951. Its mission was the command and control of all DCANG units. The first Commander was Col. Melvin C. Garlow. Command of Headquarters, DCANG was next assumed by Col. Donald S. Funk. Command was later assumed by Brig. Gen. William R. McCall, Jr., effective December 30, 1959. During his tenure, McCall was instrumental in the expansion of Detachment 1’s mission to support the Chief of the National Guard Bureau. Also of major importance during his tenure was the Air National Guard/Air Force Reserve Officer Training Corps (AFROTC) commissioning program which commissioned 3,800 AFROTC graduates as 2nd Lieutenants in the DCANG, and issued active duty orders assigning them throughout the continental United States. This project was conducted on behalf of the United States Air Force (USAF), the Air Force Reserve, and the National Guard Bureau. McCall served as the Headquarters, DCANG Chief of Staff and full-time Executive Support Staff Officer until his retirement on June 30, 1976.

Col. Leslie Kampschror became the next Headquarters Commander on July 1, 1976 and was promoted to Brig. Gen.. He served as Chief of Staff and Headquarters, DCANG Commander until his retirement on July 12, 1985. Col. Edward J. Philbin was appointed Headquarters Commander as of July 9, 1985 and promoted to Brig. Gen. on June 26, 1986. He served as Deputy Commanding

General (Air) and Headquarters Commander until he moved to the New Jersey ANG in 1988. Col. Bernard W. Hurlock was appointed the active Commander and Deputy Commanding General (Air) as of July 1, 1986. Upon his retirement on June 30, 1988, he was promoted to Brig. Gen. in the DCANG. Col. Johnny J. Hobbs was appointed Commander and Deputy Commanding General (Air) effective June 1988. He was promoted to Brig. Gen. effective June 22, 1989. He served in this capacity until his transfer to the New York ANG in January 1993. Col. Richard E. Spooner was appointed Commander and Deputy Commanding General (Air) effective January 1993 and promoted to Brig. Gen. effective September 23, 1994. He currently serves in this position.

As of February 10, 1951, Headquarters and Headquarters Squadron, 113th Fighter Wing was redesignated to Headquarters and Headquarters Squadron, 113th Fighter-Interceptor Wing. The 113th was reassigned from Continental Air Command to Air Defense Command, without change of strength or station. On the same date, the 113th Fighter-Interceptor Wing was reassigned from Air Defense Command to the Eastern Air Defense Force-Air Defense Command. At the same time, Headquarters, 113th Fighter Group was redesignated to Headquarters, 113th Fighter-Interceptor Group and reorganized with Air Defense Command, without change in station or unit strength. The 113th Fighter Group was relieved of assignment to the 113th Fighter Wing, Air Defense Command, and was reassigned to the 113th Fighter Wing, Eastern Air Defense Force-Air Defense Command. The 121st Fighter Squadron, Jet was redesignated to 121st Fighter-Interceptor Squadron and reassigned from Continental Air Command to Air Defense Command, without change in station or unit strength.

On February 16, 1951, the 113th Fighter-Interceptor Wing, commanded by Col. Mackall, changed station from the District of Columbia National Guard Armory to New Castle AFB.

As of February 25, 1951, the 113th Fighter-Interceptor Group was reorganized with assignment to the 113th Fighter-Interceptor Wing of the Eastern Air Defense Force-Air Defense Command. The 121st Fighter-Interceptor Squadron was reorganized as of February 25.

As of March 5, 1951, the name of New Castle AFB was changed to New Castle County Airport.

In March 1951, Col. Mackall was discharged for hardship reasons, and returned to his law practice in civilian life. He was succeeded by Col. Garlow who assumed command of the 113th Fighter-Interceptor Wing on March 21. Col. Garlow was self-taught to fly in 1928. He was a 1930 graduate of the Penn School of Aviation at Butler, PA. In 1931, he became a government air mail pilot for Pittsburgh Aviation Industries. In 1933, he was commissioned a 2nd Lt. through a reserve squadron stationed at Pittsburgh. During World War II, Garlow was a troubleshooter on fighter aircraft for the Office of Flying Safety, Headquarters, Army Air Forces. In 1942, he went on active duty for two years at the Muroc, CA Dry Lake (later renamed Edwards Air Force Base), where he flew newly developed jet aircraft and developed training programs. In 1945, Garlow transferred to Iwo Jima and Okinawa to handle air traffic control problems. After World War II, he flew transports for Capitol Air Lines.

The Air Force directed a reorganization of the 113th Fighter-Interceptor Wing on April 12, 1951 with one change, resulting in a strength of 33 officers and 70 airmen, for 103.

The DCANG participated in the General Douglas MacArthur ceremonies upon his relief from command and visit to Congress on April 19, 1951.

As of May 11, 1951, the 121st Fighter-Interceptor Squadron was assigned to the 1050th Air Base Wing for special and summary court-martial jurisdiction.

The first levies for personnel were made during May 1951. Pilot levies against the three assigned tactical squadrons were heavy. Very nearly all pilots, almost without exception, went to Korea. 1st Lt. R. G. Braswell of the 121st was killed during a mission against the North Koreans.

During the Korean call up, Lt. Col. Millikan, the commander of the 121st, was assigned by the Air Force as Commander of the 33rd Fighter Group (Air Defense Command) at Otis AFB, MA in June 1951. He later became the Deputy for Operations of the 33rd Fighter Wing.

The 121st's F-84Cs were not acceptable for the unit's new air defense mission, and the 121st converted to the jet-powered F-94B in July 1951. The 113th Fighter-Interceptor Wing was the first wing in Air Defense Command to convert to the Starfire.

The Lockheed F-94B Starfire, America's first all-weather jet fighter, was a direct descendent of the Lockheed P-80 Shooting Star, America's first fully operational jet fighter, and the T-33A, the most extensively used two-place jet trainer after World War II. The F-94B was powered by an Allison J33 turbojet producing 4,600 lbs. of thrust.

Its maximum speed at sea level was 606 m.p.h.. The F-94B's wingspan was 38 ft., 11 in.; length 40 ft., 1 in.; and height 12 ft., 8 in. The empty weight was 10,064 lbs. The armament was four .50 cal. machine guns. A crew of two was carried, consisting of a pilot and a radar operator.

A problem that continued for as long as the unit had F-94Bs was a shortage of ground-handling equipment and special tools for proper maintenance. Although this hindered maintenance, it was not critical due to the ordered reductions of authorized aircraft. The possession of F-84Cs and F-94Bs concurrently did much to magnify maintenance problems. All ground-handling equipment, spare parts and special tools for the F-84C were shipped to units in Air Training Command and Air Defense Command.

Within 90 days after taking over New Castle, personnel were reassigned overseas and to other stateside duties. This was the beginning of the end of the District of Columbia unit that entered active duty on February 1, 1951.

It was also during the 121st's activation that its current squadron emblem with a gold armored hand firmly holding two white lightning bolts, over a red and white shield and black aircraft silhouette, with four blue stars over a blue background, was approved on September 4, 1951.

As of September 18, 1951, the 121st was to be reorganized within 45 days with 111 officers and 401 enlisted. The unit was reorganized as of October 1, 1951.



Rare shot of several 121st F-94Bs. This is the only surviving photo of this aircraft with the unit. (DCANG Photo)

On November 1, 1951, Air Base Flight "H", Headquarters was reassigned to Headquarters for the DCANG at Andrews.

Inactivation and the Return to Pistons - 1952

On January 3, 1952, the 113th Fighter-Interceptor Wing was notified it would be inactivated on or about February 8, 1952. The same applied for the 113th Fighter-Interceptor Group. The 121st Fighter-Interceptor Squadron would be reorganized with 106 officers and 233 enlisted. The 113th Air Police Squadron was to be inactivated on or about February 8, 1952.

On February 6, 1952, the 113th Fighter-Interceptor Wing, including all support groups and squadrons, was inactivated at New Castle and reverted to the Air Force. Personnel rendered surplus were absorbed within other units under Air Defense Command. The 113th returned to state status and was reactivated at Andrews. Lt. Col. Millikan, who led the 121st Fighter-Interceptor Squadron on active duty, was named the commander of the 113th Fighter-Interceptor Wing upon reorganization and promoted to Col. He remained the commander until January 1973. The 113th Fighter Group and the 113th Air Police Squadron were inactivated on February 6, 1952. The 121st was relieved from assignment to the Eastern Air Defense Force-Air Defense Command, and further reassigned to the 4710th Defense Wing.

On March 15, 1952, an F-94B flown by Capt. Harry S. Allen crashed on the runway at Andrews after a routine training flight. The radar operator, 1st Lt. John J. F. Fenimore, Jr., was killed instantly. Allen was taken to the Bolling Hospital, but died from his severe injuries and burns. He was a P-47 Thunderbolt fighter pilot in World War II with 97 combat missions in Europe, and held the Air Medal with Four Oak Leaf Clusters. Allen graduated from the University of Maryland and practiced law in Laurel, MD. He was 27 years old.

The 8121st Air Base Squadron of the DCANG was authorized effective May 1, 1952 with a strength of eight officers and 217 airmen. Its mission was to recruit personnel for assignment to the DCANG units returning from active duty and assist in the administration of the DCANG pilot recruitment program.

The 121st was reorganized on June 16, 1952 with 107 officers and 233 enlisted personnel.

An Operational Readiness Test was conducted by the Inspector General from Headquarters, Air Force while the 121st was on active duty in July, 1952. The 121st received an excellent rating in all phases.

On September 11, 1952, Headquarters and Headquarters Squadron, 113th Fighter-Interceptor Wing was redesignated as Headquarters, 113th Fighter-Interceptor Wing. The unit was soon activated at Andrews with 33 officers and 68 enlisted. When activation occurred on November 1, 1952 the 113th Air Base Group, the 113th Fighter-Interceptor Group, the 113th Maintenance and Supply Group, and the Medical Group were assigned to the 113th Fighter-Interceptor Wing. Headquarters, 113th Fighter-Interceptor Group was activated with 14 officers and 24 enlisted. The 121st Fighter-Interceptor Squadron returned to the control of the District of Columbia National Guard. The unit was relieved of active duty with the Air Force, less personnel and equipment. It was reassigned to the 113th Fighter-Interceptor Group. The 113th Air Police Squadron was advised it would be activated on November 1, 1952 with three officers and 55 enlisted, and assigned to the 113th Air Base Group.

The 4710th Air Defense Wing of Eastern Air Defense Force was activated at New Castle County Airport to replace the 113th Fighter-Interceptor Wing.

From February through October 1952, the 113th Fighter-Interceptor Wing was inactive. On November 1, 1952 the Wing returned to the control of the District of Columbia National Guard, and was relieved from active service in the Air Force. Also activated at Andrews were the 113th Communications, the 113th Food Service, the 113th Installations, the 113th Motor Vehicle, the 113th Supply, and the 113th Maintenance Squadrons. The strength of all units as of November 2, 1952 was less than 300.

The 121st was on active duty until October 31, 1952. On November 1, 1952 it returned to state control. The authorized strength was 30 officers and 123 airmen. It was reequipped with the propeller-driven F-51H Mustang.

The North American Aviation F-51H was the ultimate production model of the P-51 Mustang, perhaps the best overall single-seat, piston-engine fighter built by any country during World War II. The F-51H was a long-range fighter and fighter-bomber. It had a wingspan of 37 ft.; a length of 33 ft., 4 in.; and a height of 8 ft., 10 in. It weighed 6,585 lbs. empty, and was powered by a Packard-built V-1650 Merlin inline engine developing 2,218 h.p. The F-51H was capable of a phenomenal maximum speed of 444 m.p.h. at 5,000 ft. or 487 m.p.h. at 25,000 ft. The Mustang was armed with six .50 cal. machine guns, and could carry bombs and rockets. The F-51H, however, was not built in great numbers as many of the earlier Mustang variants were. This made parts availability by the mid-1950s very difficult, and contributed to the F-51H's early phaseout.

Problems were encountered with the retraining of ground personnel because they were nearly 100% qualified as jet engine mechanics. Training classes were started for mechanics and specialists, and within a short time, they were qualified as engine and airframe mechanics for the F-51H. Great demands were placed on the air technicians to keep the aircraft in commission. The burden was worsened by a critical shortage of hangar equipment and special hand tools.

Upon reactivation in November 1952, it was apparent the buildings occupied by the 113th Fighter Group and 213th Air Service Group were inadequate for the operation of a Wing, plus four Groups and eight Squadrons, including one tactical squadron. Action began to procure new construction that would provide working space. The first priority was adequate aircraft operational space. Projects were submitted for a warehouse, an aircraft parking ramp, and a hangar and maintenance shops. Construction began on a 27,000 square yard concrete parking ramp in spring 1953. This was completed a year later. A contract was awarded for \$800,000 to erect a hangar, consisting of 25,000 square ft. of space and 25,000 square ft. of office and shop space. This included a motor shop with four bays and a paint shop, and 16,000 square ft. of parking. Work began in fall 1954, but due to difficulties in procuring structural steel construction, it was not completed until a year later. The hangar housed the 121st Fighter Squadron, the 113th Maintenance Squadron, and the Flight Surgeon section of the 113th Hospital. A contract was awarded for \$200,000 to erect a 22,000 square foot warehouse across from the Air Guard hangar. This was completed in early 1954 and eased the supply burden. Another contract was awarded for \$900,000 to construct a 30,000 square foot Operations and Training Building. This provided space for Wing Headquarters, Group Headquarters, the Tactical Hospital, classrooms and an auditorium. This facility was occupied in summer 1957.



The 121st briefly returned to piston-engined fighters after the Korean War with the F-51H. (DCANG Photo)



A flight of four F-51H Mustangs. (DCANG Photo)

The 113th Communications Squadron was located at Camp Simms. Several federal inspections recommended its movement to Andrews where it could better accomplish its support for the Wing. After much study and coordination with Andrews, the unit moved into areas at Andrews previously occupied by Wing and Air Base Group Headquarters. (The Wing and Air Base Group Headquarters had moved into the new Operations and Training Building). This arrangement was short-lived as Andrews recalled all temporary buildings used by the DCANG. This required the 113th Communications



(Left and above) Several officers from the 121st examine a towed banner for bullet holes after a mission in their Mustangs. (DCANG Photos)

Squadron to move into the Operations and Training Building, but the only available area was a locker room of 2,800 square feet. Later construction added a 13,000 square yard extension to the aircraft ramp and a 4,000 square foot extension to the warehouse. The ramp extension was occupied in June 1958, and the warehouse extension one year later.

The 231st Combat Communications Squadron traces its beginnings to August 26, 1952 when the 231st Airways and Air Communications Squadron (Mobile) was granted federal recognition at Camp Simms, Washington, D.C. with an authorized strength of one officer and 25 airmen. The first commander was Lt. Robert G. Tuckerman. Its mission was to attain and maintain an

optimum effective capability to install, operate and maintain mobile communications, air traffic control and navigational facilities, in support of Air Force operations according to gaining command plans for utilization in a national emergency. The ancestor of the 231st was the 8205th Air Base Squadron of the DCANG which was formed on February 1, 1952. The 8205th was composed of one officer and eight airmen. Its mission was to receive, maintain and store authorized equipment and provide a nucleus of trained personnel to the 231st. The 8205th was disbanded on August 26, 1952 and merged into the 231st. As of December 1, 1952, the 113th Fighter-Interceptor Wing was assigned a dual mission as both Fighter-Bomber and Fighter-Interceptor. Headquarters, 113th Fighter-Interceptor Wing was redesignated to Headquarters, 113th Fighter-Bomber Wing, and Headquarters, 113th Fighter-Interceptor Group was redesignated to Headquarters, 113th Fighter-Bomber Group. Additionally, the 121st Fighter-Interceptor Squadron was redesignated the 121st Fighter-Bomber Squadron.

On December 31, 1952, the Wing had 22 officers and 229 airmen. This was changed to 27 officers and 206 airmen. This was brought by the federal recognition of five officers and the discharge of 23 airmen. The strength increased, until by June 1953, there were 60 officers and 400 airmen. This met the phase strength requirement for airmen, but was 24 short in officers. The average percentage attendance from January through July 1953 was 96% officers and 81% airmen.

Back to the Jet Age-1953

As of January 1, 1953, the 113th Fighter-Bomber Wing was assigned the 113th Fighter-Bomber Group, the 113th Maintenance and Supply Group, the 113th Maintenance Squadron, the 113th Supply Squadron, the 113th Motor Vehicle Squadron, the 113th Air Base Group, the 113th Communications Squadron, the 113th Air Police Squadron, the 113th Food Service Squadron, the 113th Installations Squadron, and the 113th Tactical Hospital. At the same time, the 104th Fighter-Bomber Squadron and the 104th Weather Station, both based at Harbor Field in Baltimore, were reassigned to the 113th. The 142nd Fighter-Bomber Squadron (Augmented), located at New Castle, came under the 113th. Finally, the 121st Fighter-Bomber Squadron was under the 113th.

As of January 1, 1953, the 121st had two F-51H Mustangs and eight pilots. Thirty-eight hours of flying were accomplished during January. As time went on, additional aircraft were received and more pilots were assigned or attached. Flying gradually increased to 219 hours in June. Air-to-air gunnery was handicapped due to the shortage of equipment. Proficiency, instrument, and navigational training were flown in the Texans.

A rebuilding program netted 450 officers and airmen by summer camp in 1953. There was, however, an incredible lack of aircraft with only ten F-51Hs. Camp occurred in July at McGuire AFB, NJ, near Trenton. An advanced detachment prepared the site for the main body that included units from Baltimore, New Castle, and the District of Columbia. This encampment was a field operation requiring the assembly of tents, the stringing of several miles of electric and telephone cables, and the positioning of equipment. Personnel were housed in permanent barracks. The camp was accomplished under partial field conditions. All maintenance, armament and operations were performed in tents. Gunnery practice was over the Atlantic, ten to 65 miles from Ocean City and Atlantic City, NJ. Col. Millikan was in charge of the 113th Wing, which was composed of the 121st Fighter-Bomber Squadron, the 104th Squadron from Maryland, and the 142nd Squadron from Delaware. The commander of the

121st was Maj. Erwin A. Young, Jr.

The 121st Weather Flight was formed on July 7, 1953 when the Guard Bureau directed the 121st Weather Limited Forecasting Flight be organized on July 16, 1953. On August 19, 1953 Headquarters, DCANG, directed the 121st Limited Forecasting Flight be organized as part of the DCANG. The flight received federal recognition on September 15 at Andrews, with two officers and six airmen. It was attached to the 121st Fighter-Bomber Squadron for administrative, training and logistical support. During mobilization, the Weather Flight would transfer to the Air Force Weather

The arrival of the T-33A put the 121st back in to the jet age. (DCANG Photo)

Squadrons.

In mid-July 1953, the Wing took delivery of its first jet aircraft since returning from activation, a T-33A trainer. This was a promise of better things.



Detachment 1 operated several T-33As for many years. (DCANG Photo)



A second T-33A was received in September.

The most widely flown advanced jet trainer for a generation of fighter pilots in many nations, beginning in the 1950s, was the Lockheed T-3A, widely referred to as the T-Bird. The T-33A was a two-seat trainer

version of the P-80 Shooting Star jet fighter. The T-33A was unarmed, and powered by an Allison J-33 turbojet developing 4,600 lbs. of thrust. The maximum speed of sea level was 600 m.p.h., and the T-33A weighed 8,084 lbs. empty. The wingspan was 38 ft., 10 1/2 in.; the length was 37 ft., 9 in.; and the height was 11 ft., 8 in. In 1953, Air Base Flight "H" also added the T-33A to its inventory.

On November 27, 1953, the 113th Fighter-Bomber Wing received a mobilization assignment to the 26th Air Division (Defense), with Headquarters at Roslyn, NY.

Enter the Sabre Jet - 1954

On January 2, 1954, Col. Millikan established a transcontinental west-to-east record for the

2,530 miles from Los Angeles International Airport in California to Idlewild Airport in New York. His time was four hours, eight minutes and four seconds. This was faster than the record from January 26, 1946 by Col. William H. Council flying a P-80 with wingtanks and one refueling. The average speed for Millikan was 615 m.p.h., using only one refueling at Offutt Air Force Base, Omaha, NE. One standard operational F-86F Sabre was borrowed. The fuel was 850 gallons. Millikan climbed to



Col Millikan after establishing the transcontinental record on January 2, 1954. (DCANG Photo)



(Top and right) The "borrowed" F-86F used to set the record. (DCANG Photo)



40,000 ft. and headed east. The Sabre's droptanks were released over the desert near Ouray, CO, and new tanks were added at the refueling at Offutt. Hanging the tanks and servicing the Sabre was accomplished by Air Guard personnel in five minutes and 26 seconds. While over a gunnery range near the western shore of Lake Michigan, Millikan dropped the second droptanks. As the record-breaking F-86F streaked over the finish and passed the official timer at Idlewild, the engine flamed-out from a lack of fuel. An engine-out landing was made at Idlewild where fuel was procured, and the flight continued to Mitchel AFB, where the press, radio and television were. The flight kicked-off a nationwide National Guard recruiting program, and procured thousands of dollars worth of free publicity for the Air Guard.

After Col. Millikan broke the record, he was awarded the District National Guard Meritorious Service Medal on January 14, 1954. The presentation by Maj. Gen. W. H. Abendroth, the commanding general of the District of Columbia National Guard, was at the Annual Awards and Decorations

Ceremony at the Armory.

On January 5, 1954, 2nd Lt. Warren B. Brown, a member of the 121st, was killed when his F-51H went down on a farm near Bridgeton, NJ. He was returning to Andrews after a routine flight when his Mustang crashed, slid 450 yards, and burst into flames. Brown was thrown 50 ft. He was the first pilot to enter the Air Force Aviation Cadet Program from the DCANG. Brown was buried at Arlington Cemetery.

On February 12, 1954, the current emblem of the 113th Wing was approved by the Air Force. The motto, "Custodes Pro Defensione," means, "Guardians For Defense." The emblem uses a stylized aircraft with clouds and two lightning flashes to the left. The blue sky, clouds and the aircraft are symbolic of the organization's equipment and theater of operations. The lightning flashes are symbolic of the strength, speed, and danger encountered in performing the mission. The stars are for the unit's designation, the 113th. The shield represents the determination to protect and accomplish the organization's mission.

As of March 1, 1954, the 121st was reorganized with 31 officers and 132 airmen, along with a Training Device Operator/Supervisor airman.

In March 1954, the 121st converted from F-51Hs to jet-powered F-86A Sabres. Col. Millikan flew the first Sabre to Andrews on March 14. He received the F-86A at Albuquerque, NM, and made the flight in four hours, including two refueling stops. By mid-April, the 113th had four Sabres, the first of at least ten. The remaining F-86As were in service before summer camp.

The North American Aviation F-86A Sabre achieved great success over the skies of North Korea



(Above and top right) Summer camp for 1954 saw the 121st deploy to Otis in its newly acquired F-86A



Excellent F-86A diamond formation shot.

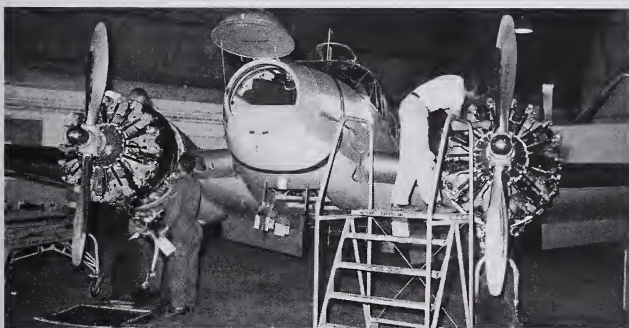
as the famed "MiG-Killer" during the Korean War in the early 1950s. It was America's first truly successful swept-wing jet fighter. It possessed classic jet fighter lines, and was a true thoroughbred as the successor to the P-51 Mustang. The F-86A had a wingspan of 37 ft., 1 in.; a length of 37 ft., 6 in.; and a height of 14 ft., 9 in. The Sabre was powered by a single General Electric J-47 turbojet developing 5,200 lbs. of thrust, which allowed a maximum speed of 679 m.p.h. at sea level. The F-86A was a subsonic jet fighter, but could exceed the Mach in a steep dive at altitude. The F-86A was both a day fighter interceptor as well as

a fighter-bomber. It weighed 10,093 lbs. empty. The F-86A was armed with six .50 cal. machine guns, but could carry up to 2,000 lbs. of bombs as well as rockets. The conversion from propeller-driven fighters to jets created greater supply problems. Fortunately, a majority of the air technicians and aircraft mechanics were qualified on jet aircraft because of their active duty in 1951 and 1952. Their ability to maintain the newly-assigned Sabres returned quickly after a jet engine and airframe maintenance refresher course. This was accomplished by an F-86A Mobile Training Detachment from Chanute AFB, IL and additional instruction from technical representatives from North American assigned. The F-86A was excess to the needs of the Air Force, and when the unit requisitioned property, the supply problems began.

On June 14, 1954, Air Base Flight

(Right) One of the unit's C-45s sits near a C-47 in this winter photo. The aircraft is trimmed in orange to improve its visibility. (DCANG Photo)

(Below) A C-45 undergoing maintenance checks. (DCANG Photo)



“H”, Headquarters was redesignated to Detachment 1, as it is still generally referred to today. Detachment 1 added the C-45 and the F-86 to its inventory.

The Beech Model 18 twin-engine, light transport was developed into a military version known as the C-45. This design was first developed in the mid-1930s. C-45s were flown extensively during World War II, and

later until the early 1960s by the air forces of 30 countries. The C-45 was a six-seat, low-wing aircraft, powered by two 450 h.p. Pratt and Whitney R-985-AN-3 radial engines allowing a top speed of 225 m.p.h. The wingspan was 47 ft., 7 in.; length 33 ft., 11 1/2 in.; and height 9 ft., 2 1/2 in. All C-45s were unarmed, and weighed 5,785 lbs. empty.

In June 1954, the 113th deployed to Otis for field training after the 121st obtained its Sabres. The 104th Squadron was still flying F-51Hs. During the encampment, the Air Guardsmen of the 113th, including the 142nd and 104th Fighter Squadrons, were housed at the Camp Edwards Installation, a deactivated Army base nearby. Flying operations simulated combat conditions. The flightline portion was conducted from tents at Otis.

The units attending the 1954 camp were Headquarters, 113th Fighter-Bomber Group, commanded by Maj. Paul C. Mitchell, Jr.; the 121st “White House” Fighter-Bomber Squadron,

commanded by Capt. Griffin B. Holland; the 121st Limited (Weather) Forecasting Flight, commanded by 1st Lt. George A. Wright; the 113th Maintenance and Supply Group, commanded by Col. Lerom; the 113th Maintenance Squadron, commanded by Capt. Peter A. DiFilippo; the 113th Motor Vehicle Squadron, commanded by Maj. Floyd W. Campbell; the 113th Supply Squadron, commanded by Maj. Albert A. Anthony; the 113th Air Base Group, commanded by Maj. Fairbanks; the 113th Air Police Squadron, commanded by 1st Lt. Lewis L. DiFilippo; the 113th Installations Squadron, commanded by 1st Lt. Julius J. Dickerson; the 113th Communications Squadron, commanded by Maj. Roger S. Andrews, and the 113th Tactical Hospital, commanded by Col. William H. Beard. During the camp, Capt. Clifton M. Eisele, Jr. bailed out of his Sabre at 400 ft. after his engine flamed out. He was briefly hospitalized for arm bruises. The DCANG flew its F-86As more than 200 hours during summer camp.

On October 1, 1954, the 121st was allocated a synthetic training device along with one trainer- operator supervisor and two information specialists. The strength of the 121st was 31 officers and 135 airmen. As of November 1, 1954 the 121st was reorganized with no change in mission, station or assignment, along with a strength of 31 officers and 138 airmen.

The Sabres Get Better - 1955

In 1955, Detachment 1 added the L-23 and the LC-126B to its inventory, and deleted the F-51.

The L-23 was the military designation given to the Beech Model C-50 Twin Bonanza low-wing, twin engine, six seat staff transport and liaison aircraft. It was powered by two 275 h.p. Lycoming G0-480-F6 engines, which allowed a maximum speed of 210 m.p.h. at 2,500 ft. The unarmed, tricycle landing gear L-23 had a wingspan of 45 ft., 3 3/8 in.; a length of 31 ft., 6 1/2 in.; and a height of 11 ft., 4 in. It weighed 3,928 lbs. empty.

The designation given to the Cessna Model 195 four or five seat, high-wing monoplane was the unarmed LC-126 that was made between 1947 and 1954. The LC-126A was produced in limited numbers for the Air Force, and only five LC-126Bs were made for Air National Guard use.



(Above) An Army L-23 at Camp Gordon, GA in 1952. (NARA Photo No. 5680-111-SC-417934)



An Army LC-126B at Ft. Rucker, AL in 1959. (NARA Photo No. 5677-111-SC-546680)

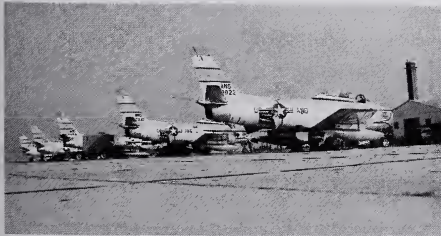
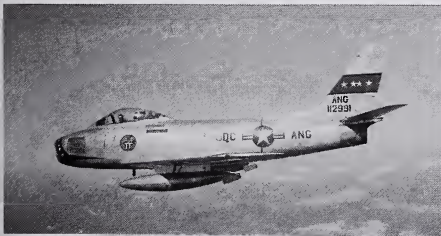
crashed in the Chesapeake Bay, one mile from the shore near Long Beach, MD. Redlon was on a training mission after departing Andrews early that afternoon. He crashed one half-hour after takeoff. He was a member of the 113th for one month, after separating from the Air Force two months earlier.

As of July 1, 1955, the 113th Fighter-Bomber Wing was redesignated the 113th Fighter-Interceptor Wing. The 113th Fighter-Bomber Group became the 113th Fighter-Interceptor Group, and the 121st Fighter-Bomber Squadron became the 121st Fighter-Interceptor Squadron. At the same time, the 121st Weather Limited Forecasting Flight was redesignated the 121st Weather Flight (Limited Forecasting).

In 1955, 1956 and 1957, the annual training was at Travis Field, Savannah, GA. Travis, being a permanent training site, greatly eased the preparations. Sufficient operational buildings, barracks and office space were available, which reduced the problem to merely positioning personnel. Summer camp occurred from July 9 to 23. When the DCANG attended in 1955 and 1956, Capt. Holland was the commander of the 121st. By July, the DCANG's enrollment increased to 900 officers and airmen, for 1,650 in the Wing. For the camp in 1957, Capt. Robert E. Railey was the commander. An open house was held in October 1955, and featured the dedication of the hangar which now houses the

The LC-126 was powered by a 300 h.p. Jacobs R-755 -A2 radial engine giving a maximum, speed of 180 m.p.h. This taildragger aircraft weighed 2,030 lbs. empty. I had a wingspan of 36 ft., 2 in.; a length of 27 ft., 4 in.; and a height of 7 ft., 2 in.

On April 5, 1955, Capt. John J. Redlon was killed when his F-86A



(Top left) The now familiar "banner" with four stars (for the 121st) and dark trim on the tail and air inlet of the unit's fighters traces its beginnings to the F-86Es. (DCANG Photo)

(Bottom left) Several F-86Es at rest. The extended fuselage speed brakes are visible in this photo. (DCANG Photo)

(Above) Four 121st F-86Es on the ramp. The "E" still fired .50-caliber bullets, the same as the P-47Ds earlier. (DCANG Photo)

121st Fighter Squadron. The aircraft parking ramp west of the hangar was completed a few months prior.

On November 2, 1955, it was announced that adequate numbers of F-86E Sabres were transferred to the Air Guard to allow for the transition of some units to newer jets. Because of this, the 121st switched from the F-86A to the F-86E, and planned for 25 Sabres. As 1955 drew to a close, the 121st began its conversion. The first F-86E was received November 24. The unit's F-86As were transferred to the California Air National Guard at Van Nuys, and were, in most cases, with the concurrence of the commander of the California Air Guard, accomplished without performance of a transfer inspection as required by technical orders. This was authorized if all parties agreed. The 113th Fighter-Interceptor Wing received no complaints on the condition of any Sabre transferred.

The improved day fighter Sabre Jet following the F-86A was the F-86E. The F-86E was used extensively in the Korean War. The "E" was powered by the same turbojet, but its wingspan was reduced to 37 ft.; the length was six in. shorter at 37 ft.; and the height was nine in. shorter at 14 ft. The F-86E was also heavier at 10,555 lbs. empty. The maximum speed, however, was the same at 679 m.p.h. at sea level.

The same armament with six .50 cal. machine guns remained. The F-86E differed with the addition of an artificial feel system in its fully hydraulic aileron and horizontal tail controls. The "E" also introduced an "all flying" tail, wherein the entire horizontal tail section moved. This improved controllability through the transonic speed range. F-86Es were transferred to Air Guard units beginning in 1954, but all were phased out by 1960.

The Capital Guardian is Born - 1956

On May 23, 1956, the 121st scrambled its F-86Es as a windup to a Jet Indoctrination Program presented to city and county officials near the greater Richmond area. This was because the 149th Fighter Squadron of the Virginia Air Guard was converting to jets.

The oldest issue of the Capital Guardian is dated May 25, 1956. This was the first appearance of a newly developed newspaper serving the District of Columbia Air National Guard.

The annual training for 1956 was in June at Travis. The 231st Airways and Air Communications Squadron (Mobile) was judged the outstanding unit and won the W. H. Abendroth trophy.

On July 30, 1956, Capt. Robert E. Railey was selected to participate in the Ricks Trophy Race from Hamilton AFB, CA to New Orleans, LA. There were seven other F-86s in the race held during the National Guard Association Convention. Railey's selected route was from Hamilton to Albuquerque to drop the tanks, and then on to Fort Worth to refuel, and then on to New Orleans. At his first stop at Albuquerque, his time from touchdown to takeoff was two minutes and 45 seconds. While cruising at 43,000 ft. over Reese AFB, Texas, Railey heard a loud noise and a high pitched whine, and noticed an extremely rough engine, indicating that the jet engine had probably lost several buckets from the turbine wheel. He made a successful deadstick landing at Reese. He continued on to the convention in a T-33.

In 1956, the 121st was awarded the Air Force Flying Safety Award for one year of accident-free flying for reserve components (over 5,000 tactical hours without an accident). The 121st logged

more flying hours than any other fighter squadron in the Air Guard.

During 1956, it was announced that a new, two-story Operations and Training Building would be constructed, costing \$583,000. Completion was planned for the following March.

Capt. Robert E. Railey was named the commander of the 121st Fighter-Interceptor Squadron in October 1956. He earned his wings at Williams AFB, AZ in June 1951 after serving as an airman instructor in aircraft mechanics at Keesler AFB, MS. He received his second lieutenant bars in officer candidate school at Lackland AFB, Texas. After completing combat crew training, he went to Korea where he flew 100 combat missions in 99 days. He was awarded the Distinguished Flying Cross, three Air Medals and six other unit citations, awards and theater ribbons. He joined the DCANG in 1953 as a fighter pilot. He was assigned as the Squadron Operations Officer in 1954. In civilian life, Railey was the Operations Supervisor. He supervised all operations and flying training activities for all pilots assigned to the 121st for flying. During his tenure as commander, the unit won the Air Force Safety Award, the 14th Air Force Safety Award, the National Guard Bureau Award for Operational Readiness, and five other Letters of Commendation for Operational Readiness and Flying Safety. The 121st also made four aircraft conversions without losing combat readiness.

The Best Sabre Yet! - 1957

In 1957, Detachment 1 added the L-20, but deleted the LC-126B from its inventory.

The DeHavilland Canada DHC-2 Mk.1 Beaver was also known as the L-20 and the U-6A. It was a light transport, taildragger aircraft seating seven, and was unarmed. The high-wing L-20 was powered by a single 450 h.p. Pratt and Whitney R-985-AN-1 Wasp radial engine producing a maximum speed of 163 m.p.h. at 5,000 ft. The empty weight was 2,850 lbs. The wingspan was 48 ft.; the length was 30 ft., 3 in., and the height was 9 ft.



An Army L-20 at Ft. Belvoir, VA in 1957. (NARA Photo No. 5679C-111-SC-505597)

SSgt. John T. Rabbitt of the 113th Air Police Squadron was awarded the first annual "Outstanding Airman Award" for 1956 in a ceremony on January 5, 1957. He was presented the trophy by his commander, 2nd Lt. Albert G. Maltz, for his outstanding performance during the past year.

Some 200 officers and airmen of the Wing participated in the 43rd Inaugural Parade on January 21, 1957 when President Eisenhower was sworn in for his second term. Maj. Taylor Rapeleye, the commander of the 113th Field Maintenance Squadron, led the group from the 113th Field Maintenance Squadron, 113th Air Police Squadron and 113th Installations Squadron.

In April 1957, the Wing had 24 F-86Es and two T-33As. Col. Millikan test flew an F-86E Sabre that DCANG mechanics had modified to F-86F standards by installing a more powerful jet engine rated at 6,300 lbs. of thrust. Soon a program to convert the assigned F-86E Sabres to F-86Fs began. The official go-ahead was received, and the conversion started that spring. This required a larger jet engine and the removal of miscellaneous pieces. Changes were needed in the electrical and hydraulic systems, along with additional sheet metal work. The airframe, however, remained the same. A major project was encountered in procuring the parts and engines for the upgrades, which was accomplished by the 113th's air technicians. This conversion required 176 work hours per aircraft. It provided the Wing with more powerful Sabres, and increased their overall capability.

On April 27, 1957, Maj. Charles H. Jaecks, who was attached to the 121st, made a deadstick landing in his F-86E at Harrisburg Municipal Airport after flaming out at 35,000 ft., 20 miles south of the city. The landing was on a 5,000 foot runway. Under normal conditions, 5,000 ft. is the minimum for jet fighters. Jaecks was flying the third leg of a round robin from Harrisburg to Richmond when he heard a minor explosion in the aft section, three minutes south of Harrisburg. He did not try an air restart. Jaecks declared an emergency and made the landing without incident.

By June 1, 1957, the 121st Fighter-Interceptor Squadron had 38 officers and 142 airmen. Summer camp for 1957 was from July 13 to 27 at Travis Field, Savannah, GA. The 231st Airways and Air Communications Squadron, only, trained at Alpena, Mich. Brig. Gen. Emmett F. Yost, the commander of Air Defense Command's 85th Air Division (Def), attended. The 85th was stationed at Andrews and was the gaining USAF command headquarters for all District of Columbia and Maryland Air National Guard units in the event of mobilization. The 121st and 104th Fighter Squadrons worked closely with the 85th on aerial exercises. The first annual field training gunnery meet for the 113th Wing occurred July 24. The 121st ended the camp by winning the trophy. This was awarded to the squadron whose team of four pilots scored the highest percentage on a towed target at 15,000 to 20,000 ft. on two consecutive missions.

Another open house was on October 12, 1957. The ceremonies included the dedication of the \$700,000 Operations and Training Building, and a 25-minute demonstration by the famed "Minute Men" jet aerobatic team from the Colorado Air Guard. There were scrambles by the 121st "White House" Squadron, along with displays of USAF fighter and cargo aircraft, a fire fighting demonstration, a quick jet engine change, and other static displays of ground-powered equipment. In the evening, a dance was held in the auditorium of the Operations and Training Building. The charge was \$2 per couple. During this time, personnel strength approached 1,000, and the unit was equipped with the F-86E. During the dedication, Maj.. Gen. Abendroth told the visitors the Wing was converting to the

F-86H Sabre in keeping with the progress of the DCANG.

Approximately one-half of the unit's F-86E Sabres had been converted to "F"s when word was received the unit would convert to the F-86H. The F-86Fs went to the California Air Guard. The conversion of the remaining F-86Es would be completed by the California Air Guard. California sent a team to train for the conversion. The F-86Es and F-86Fs transferred to California as the F-86Hs were received.

The DCANG began its conversion to 24 F-86Hs in November 1957. The 121st flew the



(Above) The easiest way to tell an F-86H is by the two cannon outlets in the forward fuselage sides that replaced the .50-caliber machine guns in earlier Sabre models. (DCANG Photo)



Excellent stacked formation shot of 121st F-86Hs. (DCANG Photo)



Two classic North American Aviation jet fighters: the subsonic F-86H (right) and the supersonic F-100C (left). (DCANG Photo)

F-86E until December.

The F-86H was the only Sabre developed from the start for fighter-bomber duties. It was the culmination of the F-86 series and the last model developed. It was affectionately known as the "Last Of The Sport Models." Beyond the F-86H lay the F-100 Super Sabre program at North American Aviation, the F-86's supersonic sibling. The F-86H was a noticeably bigger Sabre than the F-86E and F-86F that preceded it. Six in. of vertical depth was added to its fuselage to make room for the General Electric J-73 turbojet engine, which developed 8,900 lbs. of thrust.

The "H" weighed 13,836 lbs. empty, and had a wingspan of 39 ft., 1 in.; a length of 38 ft., 8 in.; and a height of 15 ft. Early F-86Hs carried the traditional six .50 cal. machine guns, but most F-86Hs were armed with four 20mm cannons. Bombs, rockets and missiles could be carried, including

Sidewinders when additional launch rails were added. The F-86H also had a nuclear bomb delivery capacity. The F-86H had a maximum speed of 692 m.p.h. at sea level. The F-86H did not arrive in time for service in the Korean War, but it was used by some Air Guard units, such as Maryland and New York, as late as



A Detachment 1 T-29E parked on the ramp near the hangar. The T-29E was used by many squadrons as a flying

1970. The DCANG underwent an Operational Readiness Inspection during November 1957.

A Tactical Air Command Unit - 1958

As of January 1, 1958, the 113th Fighter-Interceptor Wing was made up of the 113th Fighter-Interceptor Wing, Headquarters; the 113th Fighter-Interceptor Group, Headquarters; the 121st Fighter-Interceptor Squadron; the 104th Fighter-Interceptor Squadron of the Maryland Air National Guard; the 142nd Fighter-Interceptor Squadron of the Delaware Air National Guard, and the 167th Fighter-Interceptor Squadron of the West Virginia Air National Guard. During 1958, the DCANG reverted to twice-a-month Saturday unit training assemblies.

In April 1958, Maj. Charles H. Jaecks, the Flying Safety Officer of the 113th, was nominated for the Air Force's Koren Killigan, Jr. Trophy for Outstanding Airmanship. Jaecks was cited for landing a crippled F-86E on a runway that was much shorter than what jet fighters require on April 27, 1957.

On April 10, 1958, a manning document set the strength of the 113th at 137 officers and warrant officers and 724 airmen, or 861. The strength had been 985, and implementation of this meant a deletion of 261 airmen and the addition of one officer.

In 1958, Detachment 1 deleted the F-86 and the L-20, and acquired the T-29E instead.

The Convair 240 twin-engine, low-wing transports were developed for the USAF as the T-29E. Many were used as navigational trainers or for bombing training, although the T-29E was unarmed. The T-29E was powered by two 2,500 h.p. Pratt and Whitney R-2800-99W radial engines developing 299 m.p.h. as a maximum speed at 16,000 ft. The wingspan was 91 ft., 9 in.; length 74 ft., 8 in.; and height 27 ft., 3 in. The T-29E weighed 29,000 lbs. empty.

During fiscal year 1958, 436,863 hours were flown by Air Guard pilots, of which 367,552 were flown in tactical aircraft, and 69,311 in support aircraft.

Summer camp for 1958 was at Travis from July 20 to August 3. The training included air-to-air gunnery over the Atlantic, instrument flying, and ground-controlled interception. In attendance

were Sabres from the DCANG, Maryland, Delaware and West Virginia. This amounted to 115 F-86Hs, an incredibly impressive display of Sabre Jets.

In September 1958, the 121st placed second in the annual Spaatz Trophy Award competition, presented for each unit's tactical, administrative and logistical efficiency. Capt. Robert E. Railey, the commander of the 121st, accepted the engraved silver plaque on October 25, 1958. The squadron achieved 935 points out of a possible 1,000 to place second to the winning Sioux Falls, SD squadron, which registered 950. The standings were determined on the basis of points awarded for various accomplishments, and the winning unit was selected by a Spaatz Trophy board selected by the Chief of the National Guard Bureau.

The DCANG underwent an Operational Readiness Inspection on September 22, 1958. On November 1, 1958, the Wing was redesignated the 113th Tactical Fighter Wing, and transferred to Tactical Air Command after being with Air Defense Command. The 113th Fighter-Interceptor Group was redesignated the 113th Tactical Fighter Group, and the 121st became the 121st Tactical Fighter Squadron. This meant air crews added air-to-ground rocketry, ground strafing and tactical bombing to their skills. Each unit would be capable of rapid deployment to any point needed, worldwide. The composition of the 113th Fighter-Interceptor Wing included the 113th Tactical Fighter Wing, Headquarters; the 113th Tactical Fighter Group, Headquarters; the 121st Tactical Fighter Squadron; the 104th Tactical Fighter Squadron, based at Baltimore; the 142nd Tactical Fighter Squadron, based at New Castle, and the 167th Tactical Fighter Squadron, based at Martinsburg. In a mobilization, Tactical Air Command would be the gaining command, but the units were assigned a secondary mobilization mission to Air Defense Command, if required.

MSgt Matthew B. Peters of the 113th Headquarters Squadron was awarded the Wing Commander's Performance Award for 1958 for his furtherance of the efficiency and coordination of the Wing's operations during the 1958 camp.

Millikan Promoted to Brigadier General - 1959

In 1959, Detachment 1 deleted the C-53 from its inventory. In January 1959, A1C Ronald J. Phillips of the 113th Air Police Squadron won the Annual Outstanding Airman Award, presented yearly to an airman in the Air Police Squadron who sets high standards. A1C Edward Cross was presented a Letter of Commendation since his records so closely matched the winner. This was the first time a second place award was presented.

On February 16, 1959, Maj. Gen. Abendroth announced Col. Millikan was promoted to Brigadier General, the first Air Guard commander in the District of Columbia to attain that rank, and federally recognized as of December 1958. Millikan was age 40.

On May 2, 1959, Capt. Samuel Z. Bryson, III was named commander of the 113th Transportation Squadron, replacing Maj. Floyd D. Campbell who retired. At the same time, Capt. Irving E. Taylor, Jr. was named to command the 113th Supply Squadron, replacing Maj. Harry L. Hipplar who retired.

The 113th, including its squadrons in Maryland, Delaware and West Virginia, held camp in 1959 at Volk Field, Camp Douglas, Wis., from July 11 to 25. According to Brig. Gen. Millikan, the change to Wisconsin was because of the change in the Wing's tactical mission from Fighter—Interceptor

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The 113th, including its squadrons in Maryland, Delaware and West Virginia, held camp in 1959 at Volk Field, Camp Douglas, Wis., from July 11 to 25. According to Brig. Gen. Millikan, the change to Wisconsin was because of the change in the Wing's tactical mission from Fighter—Interceptor to Tactical Fighter. More emphasis was placed on ground support. Volk had excellent air-to-ground gunnery ranges. The 121st received the 14th Air Force Flying Safety Award on July 15 for six consecutive accident-free years. About 300 people watched Col. Harold P. Jones, Deputy Chief of Staff Operations, 14th Air Force, present the citation to Capt. Railey, the commander of the squadron.

In July 1959, SSgt Cecil C. Sorrell of the Wing Headquarters Squadron was selected the Outstanding Airman of the Year for the squadron.

The DCANG underwent a federal inspection from September 8 to 13, 1959. An Operational Readiness Inspection was conducted on September 12 and 13 by the Office of the Inspector General, Headquarters, 14th Air Force. The unit was rated satisfactory.

As of October 23, 1959, the 113th Consolidated Aircraft Maintenance Squadron was constituted and allocated to the Guard Bureau.

In December 1959, MSgt Charles E. Brubaker, the Wing personnel sergeant major, became the first D.C. Air National Guardsman to be awarded the new E-8 grade as a Senior Master Sergeant.

Chapter 7

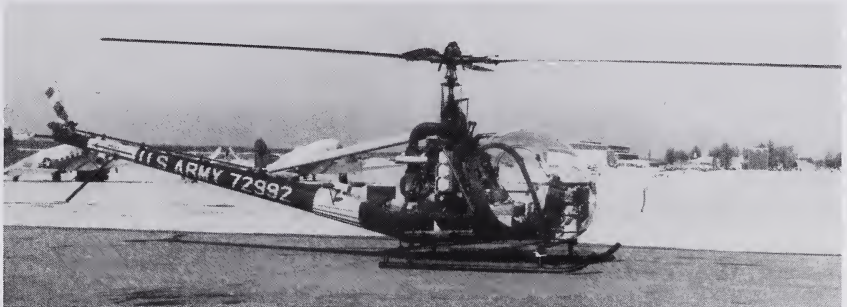
The Supersonic Super Sabre -1960

By January 1960, the 113th completed 19,988 jet hours with only one accident, which occurred with the 167th Squadron of the West Virginia Air Guard, to record the lowest accident rate ever.

In 1960, Detachment 1 added the H-23D helicopter to its inventory.

The unarmed Hiller 360 reconnaissance helicopter was known to the military as the H-23D Raven. It was the only helicopter operated by the DCANG. The H-23D held three crewmembers, and was powered by a 305 h.p. Lycoming VO-540-A1B engine which allowed a top speed of 96 m.p.h. The H-23D weighed 1,755 lbs. empty. Its length was 28 ft., 6 in., and the height was 10 ft., 1 1/2 in. The diameter of the rotor was 35 ft., 5 in.

*The H-23D was
the only helicopter
ever operated by
the DCANG.
(DCANG Photo)*



The
Continental Air
Command
Certificate of
Meritorious

Achievement in Flying Safety was awarded to the 113th in February 1960. This was for outstanding success in aircraft accident prevention from April 1 through September 30, 1959.

In February 1960, the 113th participated in a firepower demonstration with the Army at Ft. Lewis, WA. The Wing provided close air support for aggressor and friendly battle groups of the active Army's Fourth Infantry Division. This demonstration provided an opportunity to perform the mission the Wing had trained for, deploying aircraft and ground crews over great distances in support of ground forces.

In spring 1960, \$44 million was allocated to expand Andrews AFB to accommodate personnel and aircraft from Bolling and the Anacostia Naval Air Station. This added a new runway on the west side, in addition to the original runway completed in 1943.

In mid-March 1960, Brig. Gen. Millikan flew the first F-100F Super Sabre with Maj. Robert P. Pasqualicchio, the air advisor, to Andrews from George AFB, CA. An Air Force Training Detachment instructed pilots and ground crews in flying and maintaining the new jets. The 121st Squadron was the only unit to transition into the F-100C. The fighter squadrons in Delaware, Maryland, and West Virginia, the other elements of the 113th Wing, continued to fly the F-86H. Beginning in

April, the 121st transitioned from the F-86H to the supersonic North American F-100C/F without losing combat capability.



(Above left) The F-100C truly brought the DC Air Guard into the supersonic era. (DCANG Photo)



(Above right) A 121st F-100C hits a KC-135 jet tanker on a refueling mission. (DCANG Photo)

(Below left) The "four stars on the tail" trim was carried over on this 121st F-100C. (DCANG Photo)

(Below right) Later in their careers with the 121st, the F-100Cs were converted to a camouflage paint scheme. (DCANG Photo)



After the highly successful F-86 project, North American Aviation funded its own design based upon the Sabre Jet and called it their Sabre 45. The goal was to produce a successor to the F-86 using a 45 degree swept-wing to break the speed of sound in level flight, using a Pratt and Whitney J-57 jet engine developing three times the thrust of the earliest Sabre's turbojet, using an afterburner at 14,800 lbs. of thrust. When the Sabre 45, better known as the F-100 Super Sabre, was completed, it bore no resemblance to the F-86. The F-100A was developed as a day fighter-interceptor, and its prototype broke the speed of sound on its first flight on May 25, 1953! Super Sabres remained in Air Guard service until 1980.

The F-100C was an improved Super Sabre that was redesignated a fighter-bomber. It had a wet wing with increased fuel capacity, and had additional hardpoints on its wing for carrying more ordnance. The wingspan was 38 ft., 9 in.; the length was 47 ft., 1 1/4 in.; and the height was two in. shorter than the "A" at 15 ft., 6 in. The empty weight increased to 19,270 lbs. The F-100C was armed with four 20mm cannons. The maximum speed at 35,000 ft. increased to 924 m.p.h. with a J-57 jet engine rated at 16,000 lbs. of thrust with afterburner. The last Super Sabre model was the F-100F, which was a stretched-fuselage, two-seat advanced trainer model of the F-100D, the last single-seat F-100 model. The F-100F was, however, equipped for combat, except for having only

two 20mm cannons instead of the usual four. F-100s were affectionately known as the “Hun” (based on their designation, F-100), and were used extensively in the Vietnam War in the late 1960s.

The 113th held its 1960 camp from June 25 to July 9 at Phelps–Collins Field near Alpena, MI with the other squadrons of the Wing. During this camp, the 113th flew 240 sorties. The aircraft at this camp consisted of two F-100Fs, two F-100Cs, 25 F-86Hs, and two T-33As.

As of August 10, 1960, the 121st Tactical Fighter Squadron was redesignated the 121st Tactical Fighter Squadron (Special Delivery). There was no change in station, mission, strength, or status.

On September 11, 1960, Maj. Robert P. Pasqualicchio jumped free of his F-86H Sabre while on the ground when the starting unit caught fire as Pasqualicchio was preparing to start the aircraft. Two DCANG airmen received minor injuries while extinguishing the fire on the parking ramp. A1C James J. Pennington, Jr., a crew chief, was struck by an exploding fuel line. A3C Edward E. Lattimore, Jr. suffered smoke inhalation.

By October 1960, the 121st received 13 F-100Cs. By the end of the year, the 121st was scheduled to receive 14 more, to bring the strength to 27 Super Sabres. There were 41 pilots assigned. Ten of the F-86Hs went to the Puerto Rico Air National Guard, five were scheduled for reclamation, and one was to go to the University of Maryland campus. The remaining ten were reassigned to other locations in the country. By November 1960, 17 pilots of the 121st were checked out in the F-100Cs. The Wing’s Air Force Senior Advisor, Col. Charles K. Peters, was honored at a ceremony in December 1960. He was presented the Air Force Commendation Medal by Maj. Gen. Abendroth. This was in recognition of Peters’ distinguished service while serving as the Wing’s advisor from June 1959 through July 1960.

The Berlin Crisis Call to Active Duty - 1961

Brig. Gen. Millikan presented the Air Police Squadron’s Outstanding Airman Award to A1C George R. Eppard during a ceremony on January 7, 1961.

Lt. Col. Fairbanks led 200 Air Base Group personnel down Pennsylvania Avenue for the Inaugural Parade for President John F. Kennedy.

A1C James J. Pennington was the first air reservist in the nation to receive the coveted Airman’s Medal when he was decorated by Gen. Curtis E. LeMay, Vice Chief of Staff, Air Force, in a Pentagon ceremony in March 1961. The crew chief, who was a civilian employee of the Guard, was cited for risking his life while putting out a fire which followed an explosion in an F-86H, preventing the fire from spreading, and warding off a disaster. The incident occurred September 11, 1960.

In 1961, Detachment 1 deleted the C-45 from its inventory.

On April 1, 1961, it was announced that the 167th Fighter Squadron, West Virginia Air Guard, had been reassigned and was no longer part of the 113th. The 167th converted to an aeromedical transport role because their squadron’s runways were inadequate for handling the F-100.

In May 1961, the 121st learned it won the highest and most coveted flying safety award, the Air Force Flying Safety Award. This was for completing 3,400 accident-free hours over July 1 to December 31, 1960, during which the difficult task of transitioning from the F-86H to the F-100C was accomplished. Maj. Railey, the commander of the 121st, accepted the award at a ceremony in April

1961 at Ellington AFB, TX. The award was presented by Maj. Gen. Winston P. Wilson, Assistant Chief of the National Guard Bureau for Air. The transition into the F-100C was completed by May.

The 113th held camp at Travis beginning July 1 to 15, 1961. In attendance were 900 DCANG Guardsmen. The move was by C-97s from the New Hampshire and New York Air Guard. The entire Wing, including the Maryland Air Guard, was transported in one move involving 700 personnel; 400 from DC and 300 from Maryland.

The 231st Airways and Air Communications Squadron (Mobile) became the 231st Communications Squadron (Mobile) on July 1, 1961. It consisted of nine officers and 157 enlisted. The 231st held its annual training at Ft. Miles, Lewes, DE from July 8 to 22, 1961.

In 1961, the DCANG began using the dart target which replaced the banner. The dart was used by pilots in simulated combat to test their ability to hit a moving target. It was attached to the left wing of a tow plane. Once airborne over the combat area, the tow plane released the dart and pulled it with a 1,500 foot cable. The major advantage was the dart had wing mobility with increased maneuverability, which the banner did not have. The dart was highly stable and provided a realistic target, whereas the banner moved in an unstable manner. The dart contributed to the increased marksmanship of the 121st. The practice area was located 60 miles east of Savannah, over the Atlantic. Once the tow plane returned to Travis, the dart was released by parachute and picked up for further use.

The 121st Weather Flight's gaining command became the Military Air Transportation Service on July 27, 1961. The Flight was ordered to extended active duty on September 6, 1961, during the Berlin Crisis, and assigned to the 3rd Weather Squadron, 2nd Weather Group, for 12 consecutive months. Later in October 1961, the flight was ordered to Niagara Falls Municipal Airport where they remained until deactivation in September 1962.

An Operational Readiness Inspection was conducted August 22, 1961.

On August 25, 1961, an accident occurred when one 20mm cannon round was accidentally fired from one F-100C into another Super Sabre belonging to the 121st. The F-100C that was struck caught fire and was destroyed. No one was hurt.

Because of the Berlin Crisis in Germany, as of October 1, 1961, by direction of the President, under authority conferred by Public Law 117 of the 87th Congress, Headquarters, 113th Tactical Fighter Wing; the 121st Tactical Fighter Squadron; the 113th Air Police Squadron; the 113th Armament and Electronics Maintenance Squadron; the 113th Consolidated Aircraft Maintenance Squadron; the 113th Air Base Group and the 113th Tactical Hospital were ordered to extended active duty for 12 months, unless sooner relieved by proper authority, at Andrews.

The DCANG was called to federal service to augment the nation's regular forces for the third time since it was founded in 1940. The wing commander was Brig. Gen. Millikan. These units were relieved from assignment to the District of Columbia and reassigned to Twelfth Air Force. At the same time, the 120th Tactical Fighter Squadron, Colorado Air Guard, and the 136th Tactical Fighter Squadron, New York Air Guard, were activated and under the control of the 113th. The 121st, with its F-100Cs, was called to active duty, but continued to be based at Andrews.

When the 113th was called, it had 231 officers and 1,548 enlisted. This was below its authorized strength of 2,115 personnel (250 officers and 1,865 airmen), over 300 less than the Wing was assigned. Nearly all shortages were among airmen. Additional airmen were sent from the Air Force Reserve

Records Center, and by December, the Wing had 2,123, more than were authorized. Earlier, on September 15, 1961, Headquarters, DCANG was expanded to an authorized 18 officers and 70 airmen to establish a Holding Detachment for the Berlin Crisis.

In early November 1961, the 121st returned from a 20-day exercise at Nellis Air Force Base, Nev. under the leadership of Maj. Railey. While at Nellis, the 121st completed 500 weapons events and flew 367 hours, 40 minutes. Twenty-six squadron and three attached pilots took part. A breakdown of the weapons events showed the following: 143 rocket, 72 skip-bombing, 126 high-angle dive-bombing, 150 strafing, and 24 dart target events. The squadron proved most successful with the air-to-air dart target. Railey praised the work of the support personnel, pointing out their major role in the squadron's successful deployment. The squadron had an average of 11 aircraft in commission at all times out of 13 for the Operational Readiness Exercise. Bad weather, however, caused the loss of seven days of the exercise, or 40 sorties.

In November 1961, A2C Gladys Dixon was the first WAF (Women in the Air Force) assigned to the 113th. Dixon was asked to return to active duty by her Air Force Reserve unit. Earlier in the 1950s, Dixon was stationed at Andrews as a part of the 1401st Air Base Group after her basic training at Lackland. Dixon was assigned to the Transportation Squadron as a clerk typist.

In late November 1961, ten F-100C Super Sabres, 15 pilots and 65 airmen departed for Myrtle Beach, SC for a week of intensive training to become qualified because air-to-air dart missions could not be performed at Andrews. All aircrews qualified in the events necessary to upgrade to operationally ready status. This required 163 aircraft hours and 133 sorties in one week.

In December 1961, Tactical Air Command conducted an inspection, and pronounced the Wing ready to deploy overseas, "within 24 hours."

The Wing was called upon to take part in exercise Trail Break, a joint air-ground exercise conducted at Camp Drum, NY. The 121st Tactical Fighter Squadron handled this assignment in December 1961.

On December 29, 1961, it was announced that effective January 1, the regular, reserve and Air Guard tactical units would be assigned to Tactical Air Command's numbered air forces on a geographical basis. The 113th now came under Ninth Air Force rather than Twelfth. In mid-January, Brig. Gen. Stephen B. Mack, Deputy Commander of Ninth, visited the 113th.

Participation In Numerous Exercises - 1962

On January 8, 1962, during the hectic days preparing the 113th for an expected deployment to Germany, A3C John O. Cabigas reported as a fireman with the 113th Installations Squadron. He was assigned to a four-man detail to change the barriers on the Andrews east runway. Just as the detail arrived, a Navy T-2V jet trainer landed. It veered off the runway, and crashed into the firetruck manned by the detail. Cabigas was fatally injured, and another airman suffered serious leg injuries. On May 30, 1980, a ceremony was held during which a base street was named in honor of Cabigas. A street sign was dedicated on the lane adjoining Base Operations and Fire House Number One as "Cabigas Street." Cabigas' father and two sisters attended, along with several other family members.

In January 1962, the 121st flew 546 hours. During February, the number was 432, and by April, it had fallen to 267 hours, but by May, it increased greatly to 714 hours, followed by 700 in June.

In February 1962, the 121st deployed to Myrtle Beach, S.C. for four weeks of weapons training with the 354th Tactical Fighter Wing. The purpose was for training with conventional and special weapons delivery. The Consolidated Aircraft Maintenance Squadron and the Armament and Electronics Squadron participated. At the same time, 113th Air Base Group personnel participated in Operation Banyan Tree III. This was the third in a series of joint Army and Air Force operations testing the quick strike abilities of coordinated air-ground forces, which centered around Albrook Air Force Base in the Panama Canal Zone. Exercise Banyan Tree III was a three-day maneuver that included land and air action against aggressor forces in Panama's Rio Hato training area. It involved an airborne battle group of more than 1,000 troops, supported by troop carrier, jet reconnaissance and fighter aircraft.

On February 13, 1962, 1st Lt. Ralph F. Reichlin of the 121st was killed when his F-100C crashed off the coast of South Carolina, about 18 miles south of Myrtle Beach.

In March 1962, Capt. Phillips F. DuLaney of the 121st was selected as Tactical Air Command's Outstanding Flight Safety Officer for the period ending January 1962. Shortly after being called to active duty in October 1961, DuLaney initiated an effective aircraft accident prevention program, which continued the accident-free record the unit maintained since September 1958. The 121st flew more than 2,000 hours since activation in October, participated in two deployments, engaged in all phases of weapons delivery, and met all operational training requirements involved in preparation for overseas movement.

In March 1962, Maj. William C. Hise, the Director of Administration, 113th Air Base Group, was cited for his outstanding performance as administrative staff officer during Banyan Tree III.

In March 1962, 1st Lt. Philip D. Shade of the 121st ejected from an F-100C over a North Carolina lake. He left the burning Super Sabre during a training mission from Myrtle Beach. The ejection took place at 8,000 ft., and sent Shade into a lake where he landed in 15 ft. of 35-degree water. He swam through a half-mile of water with the aid of his life raft before touching ground. Once ashore, Shade was located by a passing motorist who drove him 30 miles to the nearest hospital in Belhaven, NC.

On April 19, 1962, the 113th staged exercise Dead Heat for the media to demonstrate the mobility of the Wing. Brig. Gen. Millikan sounded the alert at 10 a.m. At his signal, the Air Police swarmed the flight line, fighter pilots of the 121st rushed to the briefing room, and the squadron's Super Sabres prepared for deployment. The purpose was to demonstrate the professional skill of the Wing and graphically exhibit the mission of a recalled Air Guard unit. The climax came when four fighter pilots scrambled for simulated strike mission.

The pilots of the 121st, a part of the former DCANG serving on active duty, devastated a simulated battlefield on the Ft. Benning Range in mid-May 1962 with rockets and bombs. The 121st flew close air support for army troops conducting maneuvers. The impressive display of pinpoint accuracy was held before a thousand spectators, including numerous civilian and military dignitaries and student officers. Between 3,000 and 4,000 army troops were involved. The Super Sabres unloaded 500-lb. bombs, fired rockets, and dropped napalm. The 121st was called to strike targets

for which army firepower was not effective, or attack targets beyond the army's range. Robins AFB was the staging site for the aircraft.

Beginning May 28, 1962, the 121st participated in exercise Clear Lake in northern Florida. The 121st flew air support for 1,000 paratroopers from the 101st Airborne Division who parachuted into the exercise area at Eglin Air Force Base, FL.

On June 15, 1962, it was announced that the end of active duty was scheduled for August 24.

The 113th underwent an Operational Readiness Inspection in July 1962 and performed extremely well.

The unit deployed from August 5 to 18, 1962 to Hunter Air Force Base, Savannah, GA. During this deployment, the 113th participated in its last major "campaign" for its active duty tour, Swift Strike II in the Carolinas, even though the Wing would be demobilized on August 24, 1962. It brought together all three fighter squadrons of the 113th for the first time. Swift Strike II was a joint Army and Air Force exercise which simulated conditions that provided maximum opportunity for joint operations compatible with contingency requirements of both Army and Air Force elements. When the 113th participated in Swift Strike II, it was the largest joint Army-Air Force exercise since Korea. The 113th supplied the fighter component for the red air force as the red aggressor forces clashed with the blue defensive forces. The 113th earned praise from active Army and Air Force leaders for furnishing the "best air support" they ever received. Elaborate planning involving thousands of hours of staff work were involved in executing this exercise. 2nd Lt. William Gray was killed during this exercise simulating close air support with the Army. As of August 24, 1962, the 113th was relieved from assignment to Tactical Air Command and reassigned to the District of Columbia National Guard. The same applied for the 121st Tactical Fighter Squadron, the 113th Armament and Electronics Maintenance Squadron, the 113th Consolidated Aircraft Maintenance Squadron and the 113th Air Police Squadron.

As of October 13, 1962, the 113th Tactical Fighter Group was activated and assigned to the 113th Tactical Fighter Wing. The 121st Tactical Fighter Squadron was assigned to the 113th Tactical Fighter Group, which was federally recognized on October 15, 1962.

On November 27, 1962, the 121st Weather Flight (Limited Forecasting) was attached to the 113th for administrative and logistical support.

"Operation Canecutter" - 1963

On January 4, 1963, the first husband and wife members of the 113th came to be. 2nd Lt. Sybil M. Wagner became a nurse in the 113th Dispensary while married to 2nd Lt. Daniel C. Wagner.

In January 1963, Col. George J. LaBreche was appointed the Senior Air Advisor to the DCANG and advisor to the 113th. This followed the retirement in August 1962 of Col. Peters shortly after the Wing was released from active duty following the Berlin Crisis.

In 1963, Detachment 1 added the U-8F to its inventory, but deleted the L-23.

The U-8F Seminole was a twin-engine, low-wing, tricycle landing gear, light transport that was the military version of the Beech Model 65 Queen Air. The U-8F carried six passengers, and was powered by two 340 h.p. Lycoming IGSO-480-A1A6 engines, which allowed a maximum speed of 239 m.p.h.. The U-8F weighed 4,740 lbs. empty, and had a wingspan of 45 ft., 10 1/2 in..



An Army U—8F undergoing maintenance at Davison Army Airfield, VA in 1976. (NARA Photo No. 5664-111-SC-672983)

The length was 33 ft., 4 1/2 in., and the height was 14 ft., 2 in.. All U—8Fs were unarmed.

By April 1963, the 121st trained its pilots in air-to-air refueling. They used this to fly non-stop to Volk for

annual training in July. This was the first the unit refueled in-flight.

A general inspection of the 113th occurred May 2 to 8, 1963.

The 1963 summer encampment was at Volk from July 20 to August 3. It was attended by 600 members of the 113th and Air Headquarters, along with 17 Super Sabres. The 113th was flown in nine flights in C—97s and C—121s by Air Guard units from Delaware, Pennsylvania, New Jersey and Minnesota. During this camp, 314 sorties were planned. These missions included 184 air-to-ground, 72 air-to-ground gunnery, 32 air-to-air target, 26 instrument and 36 deployment and redeployment missions. On each air-to-ground sortie, all pilots completed at least three rocket passes, two dive-bomb passes, two skip-bomb passes, and four strafing passes. The air-to-air dart operations, which began on July 29, were staged over Lake Michigan near Sheboygan, WI. All firing was conducted between 20,000 to 30,000 ft.. More than 21,000 20mm cannon shells were fired. The pilots also dropped 650 25-lb. smoke bombs and shot 470 rockets at ground targets at the nearby Harwood Gunnery Range. The 231st performed its annual training at Alpena, MI from July 27 to August 10, 1963. In August 1963, a new air advisor for the 113th was appointed, Lt. Col. Paul B. DeCoursey.

The DCANG was called to assist the Metropolitan Police Department on August 28, 1963 to maintain law and order with a civil rights demonstration expected to bring 300,000 visitors to the nation's capital from all parts of the country. The demonstration was endorsed by President Kennedy. The participants included U.S. Senators and Representatives, and high officials of state and community governments, as well as citizens from every walk of life. The mission of the 113th was to assist the police in assuring a peaceful, orderly demonstration, and all D.C. Guardsmen were sworn in as police privates and given arrest authority. The 113th was called to help both traffic and crowd control. The DCANG was publicly commended by Cyrus Vance, the Secretary of the Army, and Gen. Wheeler, the Chief of Staff of the US Army, for its efforts.

In October 1963, the 113th was awarded the coveted National Guard Association Trophy for the highest level of operational readiness of all Air Guard units in Tactical Air Command.

In November 1963, the 121st participated in Operation Canecutter. It flew its F—00Cs to

Puerto Rico with ANG tanker refueling to demonstrate its ability to deploy long distances. Twelve Super Sabres from the 113th, along with six other F-100Cs from St. Louis' 131st Tactical Fighter Group, deployed nonstop from Andrews to Ramey Air Force Base, Puerto Rico in an all-Air National Guard operation. The purpose was to increase the deployment capability and reaction time of the air crews, to provide practice for in-flight refueling, and to test long-range navigational procedures. In-flight refueling was provided by Air Guard KC-97 tankers from the 126th Air Refueling Wing from Chicago; Wilmington, Ohio; and Milwaukee. The flying time for the jets was four hours and 20 minutes. Despite a rainstorm that hampered landing, the 113th's F-100Cs flew nonstop to Ramey on November 22, refueled twice in midair, and became the first Century Series aircraft with the Air Guard to deploy over the water. While enroute, the members of the 121st learned of the assassination of President John F. Kennedy. The return was made on November 24.

The deployment was the first extended, over-water deployment by tactical jet fighters of the Air Guard. It was led by Brig. Gen. Millikan. A message was received from Gen. Walter C. Sweeney, Jr., the commander of Tactical Air Command, who stated, "The outstanding success of Operation Canecutter clearly demonstrated the increased capability of Air National Guard units to move rapidly and efficiently over long distances. The execution of this mission in such an exemplary manner conclusively demonstrated the professional competence of all participants. I recognize the detailed planning and high degree of supervision required to accomplish a movement of this type. Please convey my congratulations to all participating personnel." Operation Canecutter was, however, only in preparation for the planned deployment to Europe called Operation Ready Go, which occurred the following year.

"Operation Ready Go" - 1964

In 1964, Detachment 1 deleted both the H-23D helicopter and the U-8F aircraft from its inventory.

A team from Ninth Air Force made a general inspection of the 113th from April 30 to May 5, 1964, and an Operational Readiness Inspection of the 113th Tactical Fighter Group on May 2 and 3 1964.

On June 8, 1964, Capt. Donald A. Ross was killed during a night mission when his F-100C crashed in a marsh, 12 miles southwest of Camp A. P. Hill, VA. Ross was on a training mission with two other F-100Cs. He was able to eject from the Super Sabre, but was killed on impact with the ground.

The 113th conducted summer camp from July 5 to 19, 1964 at Travis with units from Baltimore and Niagara Falls. As of July, the strength of the 113th was 126 officers and 671 airmen, or 797.

In August 1964, after more than a year of training and planning, the 121st deployed its F-100Cs nonstop to Europe, with air refueling by ANG KC-97 tankers from Illinois and other states, for the 4,600 — mile journey known as Operation Ready Go. This was designed to test the Air Guard's capability to deploy overseas quickly to support the regular Air Force in emergencies. Approximately 700 Guardsmen from 23 states and the District of Columbia participated in this all Air Guard operation. The 113th was the keystone. About 170 members from the 113th were in the spotlight during the operation because of their role in this historic event. Nineteen pilots from the 113th

flew F-100Cs across the Atlantic, along with 12 RF-84s from the Alabama ANG, and were the first Air Guardsmen to complete a nonstop deployment to Europe. This was accomplished in slightly over nine hours, with three midair refuelings, and returning to Andrews in a similar manner. While in Europe, the 113th was located at Hahn AB in Germany.

Brig. Gen. Millikan observed in 1961 during the Berlin Crisis that it took several days to deploy fighters to Europe using island-hopping techniques. Because of this, he conceived and led the flight to Europe. He called it a well-executed mission which proved the Air Guard's readiness. These flights were accomplished with perfection despite inhospitable weather upon arrival in Europe, which caused the last 13 aircraft to divert to other bases in Germany and England. As a result, the second cell of six F-100Cs, led by Maj. James M. Kennedy, was diverted to Ramstein AB, 50 miles south of Hahn; and the third, led by Lt. Col. Clifton M. Eisele, Jr., was diverted to Lakenheath Royal Air Force Station, 100 miles north of London. Operations were cancelled due to poor weather the next day, but cleared to allow the two diverted cells to fly to Hahn that afternoon and the next day. The weather improved so that some aircraft could fly in support of the Army on the 14th, but as the redeployment was scheduled for the 15th, not everyone could fly.

On the return, two F-100Cs aborted to Torrejon AB in Spain due to mechanical problems, and reached Andrews a day after the others. For the return, the 113th departed by way of Lakenheath where they were delayed until the 17th by high winds and bad weather in the refueling areas. Once the aircraft were airborne, high winds forced a diversion of the strike force to Lajes Air Base in the Azores. The weather and high winds cleared on the 19th, and the F-100Cs from Lajes made it across to Andrews in slightly more than six hours. Stopovers from both trips were made at Lajes. This was the first nonstop transatlantic crossing by an Air Guard tactical fighter unit. It proved the proficiency of the 121st at air-to-air refueling, and the feasibility of deploying Air Guard tactical fighter units to Europe to augment the regular Air Force on short notice. This was the first time an Air Guard unit made an over-water flight in Century Series aircraft with in-flight refueling to Europe. The exercise occurred August 8 to 22. The 113th Wing gained international recognition by displaying the ability to deploy and redeploy Air Guard units to and from a theater of operation on short notice.

There were changes in command in November 1964. Maj. James M. Kennedy became the commander of the 113th Tactical Fighter Group, Maj. Thomas F. Hoade became the 121st Tactical Fighter Squadron commander, and Maj. William C. Hise became the 113th Materiel Squadron commander.

The First All Jet Air-to-Air Refueling - 1965

The DCANG participated in the Inaugural Parade for President Lyndon B. Johnson on January 20, 1965.

Capt. Gerald W. Gorrie joined the 121st Tactical Fighter Squadron in early 1965, and shortly thereafter took the command and was promoted to Major.

In 1965, Detachment 1 added the C-54 to its inventory.

The Douglas C-54 Skymaster was the military version of the DC-4 airliner, whose design first flew in 1942. It was the successor to the DC-3/C-47 transports. This four-engine, tricycle landing gear transport was powered by four 1,350 h.p. Pratt and Whitney Twin Wasp R-2000 radial



*The C—54 was based on the civilian DC-4 airliner and was the successor to the DC—3/C—47 transport.
(DCANG Photo)*

peace time military award. The Air Guard proved it could be called upon to move anywhere in the world to augment the active Air Force, and could be counted on to play an ever- increasing role in the contingency planning of the Department of Defense.

An Operational Readiness Inspection was conducted from May 6 to 12, 1965 by Tactical Air Command.

The 113th Tactical Fighter Group received the Tactical Air Command unit Achievement Award for accident-free operations during June 8, 1964 to June 7, 1965.

The 1965 summer camp was at Travis Field, Savannah, GA from June 26 to July 10, 1965.

In September 1965, the 113th was designated by Secretary of Defense Robert McNamara as one of the priority reserve units to reach full strength and, through increased training, achieve peak combat readiness. Training assemblies were increased, and the unit accepted more members to meet its new obligation.

On November 7, 1965, an escapee from St. Elizabeth's Hospital ran across the runway at Andrews just as Capt. Lawrence A. Horton was landing his F-100C at 180 m.p.h.. Horton pulled back on the stick, gave the aircraft full power, and took off again in an attempt to avoid hitting the man. Observers said the F-100C skipped over the patient. Air Police turned the man over to the Park Police who took him back to the hospital.

Sixteen F-100C Super Sabres from the 113th successfully completed their first all jet air-to-air refueling in early November 1965 with an operation that began over Flat Rock, VA, and ended over Spartansburg, SC. The mission was led by Brig. Gen. Millikan and accomplished with KC-135 jet tankers. All 16 Wing fighters were refueled from Strategic Air Command tankers with approximately 52,000 lbs. of fuel in 45 minutes.

The Unit Grows - 1966

In April 1966, the 113th was awarded the Andrews Air Force Base Ground Safety Award, the first time it received this after maintaining an excellent ground safety record for nearly 20 years.

On June 1, 1966, the 231st Communications Squadron (Mobile) was reorganized to better delineate the air traffic control function. The parent unit was named the 231st Mobile Communications Squadron (Bare Base) with a separate 231st Flight Facilities Flight taking over the responsibility for air traffic control operations. The squadron consisted of six officers and 118 enlisted, and the flight consisted of three officers and 45 enlisted.

In June 1966, the strength of the 113th was 123 officers and 782 airmen, for 905.

In June 1966, Maj. Sherman E. Flanagan, Jr. was named Commander of the 121st. He enlisted in the Air Force in June 1951. He went through basic at Lackland. In November 1951, he started pilot training at Vartow, FL, and then was assigned to jet training at Bryan AFB, TX, where he was commissioned a Second Lieutenant in December 1952. In January 1953, Flanagan attended combat crew training at Nellis, and was transferred to the 51st Fighter Wing at Kimpo in Korea. He was assigned as an F-86 Sabre fighter pilot to the 25th Fighter-Interceptor Squadron until May 1954 where he flew combat missions during the Korean War. Upon his return, Flanagan was assigned to an Air Force Reserve unit at Niagara Falls as an Air Force flight instructor flying the F-80 Shooting Star. He was released from active duty in December 1955, and joined the DCANG in January. Flanagan was appointed the B Flight Commander in 1959, and was also the Nuclear Weapons Officer. He was a veteran with 2,900 hours of jet flying time. He formerly was the Operations Officer of the 121st. Flanagan was a 1960 graduate of the University of Maryland Law School. In civilian life, he was an associate of the Law Firm of Cable & McDaniels in Westminster, MD. In 1961, he accompanied the 113th when it was activated for the Berlin Crisis.

On June 7, 1966, a communications flight was activated. The new unit was designated the 113th Communications Flight (Support), and was commanded by Capt. W. Haig. The flight set up and maintained teletype, telephone, radio and other ground communications systems in support of the 113th Tactical Fighter Group. It had an authorization for two officers and 27 enlisted. Annual training for 1966 was at Travis from July 16 to July 30.

A general inspection of the 113th occurred from October 7 to 11, 1966.

On October 9, 1966, the 113th Tactical Fighter Group underwent an unannounced Tactical Air Command Operational Readiness Inspection during its unit training assembly to determine its ability to respond to an activation order and deployment.

By December 1966, the 121st Weather Flight had 15 members. The flight was commanded by Maj. William A. Vogel. Their duty was to gather data on the weather for training and advise the pilots of the Wing on weather conditions. Several members of the flight were graduate meteorologists.

The 113th Civil Engineering Flight held its annual training at Otis ANGB, MA in 1966.

“Task Force Blue” - 1967

From February 15 to 19, 1967, seven F-100Cs from the 121st TFS deployed to Myrtle Beach AFB, SC to train with the AIM-9B Sidewinder missile along with the dart target. The lack of support facilities, bad weather, and the absence of rescue facilities in the Andrews area when using live ammunition made the deployment necessary. On the way to their destination, two F-100Cs, piloted by Maj. Phillips F. DuLaney and Maj. Donald L. Pope, were refueled in midair at night by KC-135 Stratotankers.

In March 1967, the 113th Tactical Fighter Group received the highest rating for combat readiness after completing the Operational Readiness Inspection in October 1966. The unit was combat-ready in the three vital areas of equipment, training and manning.

On April 13, 1967, Lt. Col. Kennedy, the commander of the 113th Tactical Fighter Group, accepted two awards on behalf of the Group, the National Guard Bureau and Tactical Air Command citations for an accident-free year in 1966.

SMSGT Thomas W. Anthony, the Food Services supervisor, was the winner in April 1967 of the Airman of the Year Award of the D.C. National Guard for 1966, and was ranked fourth in nationwide Guard competition.

In May 1967, a \$30,000 refurbishing program for Wing Headquarters was completed.

Annual training for 1967 occurred June 10 to 24 at Otis. In a departure from normal procedures, the Wing returned to Andrews unexpectedly before the end of the two weeks after inclement weather disrupted flying. The rain and low visibility was unsuitable for flying. The unit redeployed to Andrews so that the crucial flying segments of the encampment could be resumed.

In June 1967, Detachment 1 received two C-121C Constellations, the largest aircraft flown by the Wing. The C-121C carried four times as many passengers as the C-47. Over the summer, Detachment 1 achieved full operational status with its two Super Constellation transports. These replaced a C-47 and a C-54. The strength of Detachment 1 was 70 members on July 1, 1967 and it



The “Connie” was one of the most graceful and elegant transports of all time. (DCANG Photo)

The magnificent Lockheed Model 1049F Super Constellation four-engine, low-wing airliner also flew with the USAF and the Air Guard as the C-121C. The C-121C served with the Air Guard primarily as an aeromedical evacuation transport, although many could accommodate between 75 to 106 passengers normally, or up to a 40,000 lb. cargo load. The unarmed C-121C was powered by four 3,250 h.p. Wright R-3350-34 radial engines, providing a maximum speed of 376 m.p.h. at 20,000 ft. The C-121C weighed 73,133 lbs. empty, and had a wingspan of 123 ft., 5 in. The length was 116 ft., 2 in., and the height was 24 ft., 9 in.

The 231st performed its annual training at McEntire ANGB, SC from July 29 to August 12, 1967.

75,000 people watched four F-100Cs from the 113th open the air show at Dulles International Airport on August 19, 1967. The flight was led by Brig. Gen. Millikan to kick off the day's activities. This was the National Aviation Day festivities to commemorate the pioneering efforts of the Wright Brothers. The celebration featured military and civilian activities.

In September 1967, the 121st deployed to Myrtle Beach for a weekend of intensive training at the air-to-ground gunnery range.

During September and October 1967, the 113th assisted with riot control during fall peace rallies. These assignments, assisting the metropolitan area police and fire fighters for the control of civil and anti-war disturbances, lasted through the early 1980s. The location of the 113th near the nation's capital and the focus of protests in the capital during the conflict in Vietnam created the need for the 113th to be involved in handling civil disturbances. Because of the limited civil law enforcement resources of the District of Columbia and the relatively small size of the D.C. Army National Guard, it was necessary for the Air National Guard to participate in the handling of civil disturbances in the district. A training program began, and a cadre of ready personnel was formed and called an operating "Task Force" by its unit, such as "Task Force 113" or "Task Force 231." As other units in the DCANG became involved, the larger unit was called, "Task Force Blue," by January 1971. It participated in virtually every major civil disturbance and inaugural parade since then. The DCANG is the only Air Guard unit in the nation to receive dedicated federal funds for such a mission.

Detachment 1 gave up its last twin-engine C-47, serial number 43-15743, in October 1967. Two additional C-121Cs were acquired temporarily for the removal of equipment to refurbish C-121C number 54-168.

A Ninth Air Force inspection team gave Detachment 1 a satisfactory rating after an annual inspection in December 1967. The Guard Bureau approved a \$400,000 contract to lengthen and widen Detachment's hangar to permit maintenance of the two C-121Cs.

The first aircraft accident in the history of Detachment 1 took place in December 1967 when two pilots assigned to the Guard Bureau bailed out of a T-33A near Dulles Airport at night during bad weather.

The 113th Civil Engineering Flight made its annual training deployment to Savannah, GA in 1967.

The Pueblo Crisis Call Up - 1968

In 1968, the 113th and its affiliated units, along with Detachment 1, occupied 14 structures at

Andrews prior to the Wing's mobilization. These included two hangars, a large modern headquarters and administrative center, numerous shops, warehouses, and storage structures. Some were used, on a temporary basis, by other agencies since the Wing's post-mobilization transfer to another base. Detachment 1 continued to use the hangar and other facilities.

On January 24, 1968, North Korean forces seized the U.S.S. Pueblo, resulting in the Pueblo Crisis. As of January 26, by direction of the President, under authority granted by Paragraph (e) of Title I of the Department of Defense Appropriation Act, 1967 (80 Stat. 981), the 113th Tactical Fighter Wing, the 121st Tactical Fighter Squadron, the 113th Consolidated Aircraft Maintenance Squadron and the 121st Tactical Dispensary, along with elements of the 107th, 113th, 121st, and 177th Tactical Fighter Groups, were ordered to extended active duty with the 833rd Air Division, with location at Andrews, for a period of not to exceed 24 consecutive months, unless sooner relieved. Two Presidential Executive Orders followed from President Lyndon B. Johnson, resulting in the activation of several Air Guard units.

President Johnson called 14,600 Air Guardsmen into federal service, including the 113th and its subordinate units. They were ordered to active duty on barely 24 hours notice, yet more than 98 percent were on duty by the deadline. The strength of the 113th TFW, as of January 25, was 112 officers and 826 enlisted personnel. The Wing was called once again to federal active duty on January 26. The 113th, however, was never ordered to deploy. Nevertheless, personnel from the Wing were assigned to 51 military installations, and the main body went to Myrtle Beach Air Force Base, where the 113th established a Replacement Training unit, training F-100 pilots for service in Southeast Asia. Twenty members of the Wing went to Japan, 120 to South Korea, and 148 to Vietnam.

On January 27, 1968, the 113th was activated. The DCANG exercised command over groups in Niagara Falls, NY; Atlantic City, NJ; and Columbus, OH. The four units comprised several thousand people. The announcement from the White House was made on January 25, and members of the unit began registering at Andrews at noon on January 26, and reported for active duty the following day.

The 121st Weather Flight was activated a second time on January 27, 1968. Three members went to Vietnam, and the others to Myrtle Beach.

About 200 members of the 113th participated in a four-week exercise which deployed from Andrews to MacDill to provide special flight training for the unit's fighter pilots. They departed March 10, 1968 and were scheduled to return April 6, 1968, after completing the daylight aerial tactical training and night attack drills necessary to meet Tactical Air Command standards. This involved four sorties in each of the day and night segments for each pilot at the Avon Park Gunnery Range.

In March 1968, the 113th Wing Headquarters, the 113th Group, the 121st Squadron, and Maintenance Support Personnel, were ordered transferred, along with two New Jersey squadrons, to Myrtle Beach to form a Tactical Air Command F-100 Replacement Training Wing. These were the only Air Guard F-100 units called in January that were not assigned to duty in Vietnam and Korea, although individual DCANG pilots volunteered for such duty.

On March 16, 1968, the phrase "Bare Base" was removed from the title of the 231st Mobile Communications Squadron. At this time, the squadron consisted of nine officers and 167 enlisted, and the flight consisted of three officers and 47 enlisted. In April, the strength of the 231st Mobile

Communications Squadron and the 231st Flight Facilities Flight increased to 12 officers and 205 airmen. The 231st and Headquarters, DCANG were also activated on April 6, but they were relieved from active duty on April 17, 1968.

In April 1968, Brig. Gen. Millikan, the 113th Wing commander, was transferred to Tactical Air Command to assume command of the 833rd Air Division at Seymour Johnson AFB, NC. This was twice in his career the Air Force assigned him to a higher level. In the absence of Millikan, command of the 113th went to Col. Waring W. Wilson, the Senior Air Force Advisor to the Wing.

From April 5 to 16, 1968, Headquarters, DCANG; Detachment 1 and the 231st Mobile Communications Squadron were ordered to federal active duty during the emergency civil support activation. These activated units were commanded by Brig. Gen. McCall. Detachment 1 stood down during this period with no flying activity.

As of April 22, 1968, elements of the 107th, 113th, 121st, and 177th Tactical Fighter Groups were relieved from assignment to the 113th Tactical Fighter Wing. Instead, the 354th Support Squadron, the 354th Field Maintenance Squadron, the 354th Tactical Hospital, the 354th Combat Support Group, and the 355th Tactical Fighter Squadron were assigned as elements of the 113th Wing. On the same day, the 113th departed Andrews. On April 23, the 113th arrived at Myrtle Beach while the 121st left Andrews and arrived on April 24. On April 24, the 121st was relieved from assignment to the 113th Tactical Fighter Group and reassigned to the 113th Wing. On April 24, the 119th and 121st Tactical Fighter Squadrons were assigned as elements of the 113th.

The DCANG supported the funeral services for Senator Robert F. Kennedy in Washington, DC on June 8, 1968.

As of June 30, 1968, Detachment 1 operated three B-26Bs, two C-21Cs, seven T-33As and one T-29E. These aircraft supported 4,384 flying hours.

The 113th Combat Support Squadron remained at Andrews for fiscal year 1968 while the Air Force reassessed its requirements for the unit's personnel. Subsequently, except for those members with less than six months to serve on their enlistments, all personnel were assigned as individual replacements to units elsewhere. Those with less than six months were released from active duty. In July, 142 members, who were not sent to Myrtle Beach, were sent to Korea to replace active Air Force personnel in base support functions. The remainder were transferred over the next three months to other Air Force activities in the Washington area, to 13 bases in Japan, to 24 Air Force bases in the United States, and to such widely separated locations as Thailand, Okinawa and the Philippines.

As of July 5, 1968, the 355th Tactical Fighter Squadron was relieved from assignment to the 113th.

Headquarters, DCANG held its annual training at Andrews from July 13 to 27, 1968. At the same time, the 231st had members at camp at Alpena, MI and at Camp Simms.

At the time of the call up in January 1968, Lt. Col. Sherman E. Flanagan, Jr. was the commander of the 121st. During a combat mission he flew in an Air Force F-100D on July 21, 1968 in Vietnam, he was shot down by ground fire over the A Shau Valley and killed. Most of the 113th Consolidated Aircraft Maintenance Squadron and other members of the 113th Wing were sent to Phu Cat Air Base in the Republic of Vietnam to serve with the 355th Tactical Fighter Squadron of the 37th Tactical Fighter Wing. They arrived at Phu Cat on the day Flanagan was killed.

Over July 23 and 24, 1968, the 113th Wing participated in a tactical fighter firepower demonstration

at Ft. Bragg, NC.

As of August 1, 1968, the 113th was reorganized. The 354th Combat Support Group, the 354th Field Maintenance Squadron, the 354th Supply Squadron and the 354th Tactical Hospital were relieved from assignment to the 113th. At the same time, the 113th Air Police Squadron was inactivated.

Over August 2 to 31, 1968, a detachment from the 113th deployed to Homestead Air Force Base, Fla. to continue pilot upgrading for the Replacement Training unit while the runway at Myrtle Beach underwent repairs.

As of August 6, 1968, the 113th Air Police Squadron was redesignated the 113th Security Police Squadron, and assigned to Tactical Air Command for activation on or about August 18. It was also reassigned to the 113th Combat Support Group.

On August 25, 1968, the 121st Tactical Dispensary was reassigned from Andrews to Myrtle Beach. The Dispensary was also reassigned from the 113th Tactical Fighter Group to the 113th Wing. At the same time, the 113th Supply Squadron was reassigned to the 113th Wing. The 113th Field Maintenance Squadron and the 113th Combat Support Group also became part of the 113th Wing. The 113th Security Police Squadron was organized at Myrtle Beach. The 113th Consolidated Aircraft Maintenance Squadron was moved from Andrews to Myrtle Beach.

Detachment 1 received a satisfactory rating following a general inspection conducted September 27 to 30, 1968 by representatives of the Inspector General of Ninth Air Force.

On October 1, 1968, the first Replacement Training unit class, Class 69-A, began with the 113th.

Over October 2 to 4, 1968, the 113th Wing participated in Brass Strike III, a demonstration of joint force tactical operations at Pope.

On December 1, 1968, the second RTU class, Class 69-B began for the 113th.

During 1968, the 113th Civil Engineering Flight was on extended active duty in Korea.

Myrtle Beach - 1969



A U-3A in USAF markings. (NASM Photo No. 1A-19378)

In 1969, Detachment 1 added the U-3A to its inventory.

The U-3A was the military designation given to the Cessna Model 310A four or five seat, twin-engine, low-wing light transport developed in the middle 1950s. The U-3A was powered by two 240 h.p. Continental

O-470-M six cylinder air-cooled engines, which allowed a maximum speed of 232 m.p.h. at sea level. The empty weight was 2,900 lbs. The wingspan was 36 ft.; the length was 27 ft., 1 in.; and the height was 10 ft., 5 in. All U-3As were unarmed.

On February 18, 1969, Col. Donald L. Kester assumed command of the 113th Combat Support Group.

As of March 1, 1969, the 4430th Combat Crew Training Squadron was assigned to the 113th. On March 22, Class 69-A graduated from the Replacement Training Unit program. On May 2, the first class of the Combat Crew Training Squadron pilots began. On May 23, Class 69-B graduated from the 113th RTU program, and the first class graduated from the CCTS program.

On March 2, 1969, the 231st had its first change of command when Lt. Col. Tuckerman retired and Maj. Charles L. Milton assumed command. The DCANG participated in General of the Army and US President Dwight D. Eisenhower's funeral on March 29-30, 1969.

SMSgt Thomas W. Anthony of the 113th TFW was named the national winner of the Outstanding Airman of the Year for both the Air National Guard and the USAF for 1968. Later, during the 1970s, Anthony became very active with the Air Force Enlisted Men's Widows and Dependents Home Foundation, Inc., which is a recognized Air Force charity.

On May 27, 1969, the 113th was transferred to its home at Andrews for deactivation, and the 121st Tactical Dispensary returned. The 4430th Combat Crew Training Squadron, the 113th Combat Support Group and the 113th Field Maintenance Squadron were relieved from assignment to the 113th. The 113th Consolidated Aircraft Maintenance Squadron moved to Andrews. Personnel from the 113th returned to Andrews for release. As of May 31, the 121st moved to Andrews. Most personnel from the South Korean and South Vietnam bases returned to Andrews by June 3 for release on June 18. Demobilization ceremonies were on June 18 honoring the 113th for its active duty service. Included was an address by Lt. Gen. Gordon Graham, the Vice Commander of Tactical Air Command, and a special appearance by the Air Force Aerial Demonstration Team, the Thunderbirds. During the ceremonies, Graham presented a posthumous Air Medal to the widow of Lt. Col. Flanagan, who was downed by enemy fire over Vietnam.

As of June 18, 1969, the 113th was relieved from extended active duty with Tactical Air Command and returned to the District of Columbia National Guard. Brig. Gen. Millikan received the Legion of Merit for his work as both the 833rd Air Division and 113th Wing commanders. The 121st was relieved from assignment to the 113th Tactical Fighter Wing and assigned to the 113th Tactical Fighter Group. The 121st was also relieved from active duty to Tactical Air Command and returned to the District of Columbia National Guard. At the same time, the 119th Tactical Fighter Squadron was relieved from assignment to the 113th. The 113th Tactical Fighter Group was assigned as an element of the 113th Tactical Fighter Wing. The 113th Support Squadron and the 113th Tactical Hospital were relieved from assignment to the 113th. The 121st Tactical Dispensary was assigned to the 113th Tactical Fighter Group. The 113th Consolidated Aircraft Maintenance Squadron was relieved from active duty. All members of the 121st Weather Flight returned to Andrews when the flight was deactivated in June.

At the time of deactivation in June 1969, the unit trained two classes of pilots and received praise for its performance from all quarters. The accomplishments of the members of the Wing who were scattered throughout the world received equal praise. The strength of the 113th was 122 officers and 740 airmen, or 862.

As of June 30, 1969, the 113th was assigned 16 F-100Cs, two F-100Fs and one T-33A. The Wing and its support units carried 76 officers and 547 enlisted airmen, a loss of 315 from its

pre-mobilization strength of 112 officers and 826 airmen. Efforts were concentrated to reconstitute the DCANG with a minimal loss of combat readiness.

During fiscal year 1969, Detachment 1 flew 4,655 hours without an accident. These included flights to most sections of the continental United States, plus Alaska, Labrador, Puerto Rico, Southeast Asia, Panama, Hawaii and Germany. The assigned aircraft included one T-29E transport, seven T-33A jet trainers, two C-121C transports, one U-3A utility plane and three B-26B utility-couriers.

Headquarters, DCANG performed its annual training at Andrews from July 5 to 19, 1969 while the 231st held its camp at Indiantown Gap (IGMA), PA, and Otis ANGB, MA. The 113th later conducted its annual training from October 25 to November 8, 1969 at Andrews.

The 113th Civil Engineering Flight was federally recognized October 18, 1969. Part of the flight was designated as a Prime Base Engineer Emergency Force (BEEF) Team. The objectives of the Prime BEEF program are to: develop and maintain a highly skilled, mobile military combat support civil engineering force capable of rapid deployment in support of worldwide contingency operations; develop and maintain highly skilled, in-place civil engineering forces to support the continental United States (CONUS) and theater forces; provide an adequate force structure to support wartime mobility and CONUS-sustaining mission requirements, and employ Air Force Reserve and ANG units as full partners with the active force to meet mobility, CONUS-sustaining, and other contingency requirements. In 1969, the 113th Civil Engineering Flight held its annual training at Andrews.

The DCANG participated in riot control activities stemming from the War Mobilization Committee's march on Washington on November 14 and 15, 1969.

Chapter 8

The Effects of the Vietnam Era - 1970

Another anti-war demonstration occurred May 9 and 10, 1970 which required Task Forces 113 and 231 from the DCANG to support the Washington Metropolitan Police. Guardsmen performed patrol activities and served as special reserve forces for the police department's civil disturbance units. From August 28, 1963 to July 4, 1970, the DCANG provided trained personnel for street duty on 13 occasions. Ongoing civil disturbance training for 113th personnel was begun during 1970. The program was developed by Lt. Col. Albert G. Maltz.

A general inspection was conducted with the 113th over May 22 to 26, 1970.

Lt. Col. Jerome J. Pohlen was named the commander of 113th Combat Support Squadron in June 1970.

On June 15, 1970, the 113th Security Police Squadron was inactivated and allocated to the National Guard Bureau.

Summer camp for 1970 for the 113th Wing returned to Otis from August 8 to 22. A total of 36 pilots participated. Twenty-two F-100Cs and one T-33A were flown to camp. Pilot training included air-to-air gunnery, air-to-ground bombing and missile firing. Approximately 450 members of the 113th completed their civil disturbance training, which was in response to a tasking by Maj. Gen. Charles Southward, the commander of the D.C. National Guard. Headquarters, DCANG, and Detachment 1 held their camp on the same dates, but at Andrews.

The 121st Weather Flight was at Travis from August 8 to 22, and at Suffolk County AP, NY from July 11 to 25, 1970. When the 121st Weather Flight camped at Travis Field, Savannah, GA for annual field training, the unit served as the base weather facility. It provided operational weather support for assorted F-84 flights performing gunnery, air-to-air refueling, and cross-country missions. Additionally, the Weather Flight provided daily weather briefings to the Virginia Air Guard staff and to the pilots attending the instrument training school, and forecasting and observing service in support of local and transient flying activities. At the time, the unit was commanded by Lt. Col. William A. Vogel. Its primary mission was to train to operate as an independent weather flight, if mobilized, and provide forecasting and observing services. The Weather Flight supported the 113th and its subordinate units during unit training assemblies as well as Air National Guard tactical flying units during field training.

During August 1970, the 113th Civil Engineering Flight held a one-week deployment to Eglin AFB, FL. The purpose was for layout and erection of a containment facility and area and airfield lighting kits, as well as training with the 557th Civil Engineering Squadron. The deployment also included the operation of construction equipment, tent framing, and physical conditioning.

On September 1, 1970, the 231st had its second command change when Maj. Milton went on active duty at the National Guard Bureau and Lt. Col. Donald B. O'Rourke assumed command.

In October 1970, the 113th Civil Engineering Flight erected a Butler Building in the civil engineer

storage yard at Andrews. During the following month, the unit constructed a bridge deck to the small arms range, also at Andrews.

The Thunderchief Years - 1971

In January 1971, Maj. Whitlock was appointed the Prime BEEF manager, and MSgt Snyder was appointed the Prime BEEF NCO.

In March 1971, it was announced the DCANG would transition into the F-105D Thunderchief. Four pilots checked out in the aircraft, and leading the list was Brig. Gen. Millikan, the Wing Commander, along with Col. Kennedy, the Wing Director of Operations, Lt. Col. David M. Ehrlich, the 121st Tactical Fighter Squadron Operations Officer, and Maj. Joseph E. Hall, a tactical fighter pilot. Transition training occurred at McConnell AFB, KS over 12 weeks. As a result, the summer camp for 1971 was held at Andrews. A modified "Texas Plan" was used for the annual training, giving each member more flexibility with camp dates.

Another problem was the war in Vietnam was winding down, and draft calls were slowing. The effect on the Wing was to turn the flood of volunteers to a trickle, and eventually to dry it up. The answer was a full-time recruiting program with a host of people-programs. The first full-time recruiter was TSgt James C. Gray. He was released from Supply as a technician, placed on active duty, and sent to recruiting school in March 1971. It was the beginning of a recruiting effort that had been foreign to the Air Guard since the alternative of being drafted into the Army had caused draft prospects to wait on a list for entry into the Guard.

In April 1971, Lt. Col. DuLaney was the commander of the 113th Tactical Fighter Group. In May 1971, the strength of the 113th was 125 officers and 914 airmen, for 1,039.

By June 1971, Detachment 1 had eight officers and 81 airmen, of which 79 were full-time. The unit flew 5,168 accident-free hours, including flights to Puerto Rico, Norway, Spain, Germany, Alaska and England, and all points within the continental United States. The assigned aircraft included two U-3B staff aircraft, two C-121C aircraft, three T-29E transports, one B-26B utility-courier, and six T-33A trainers. The Army U-6 aircraft was transferred to Ft. Belvoir, VA. One B-26B, which suffered wing damage during a tornado, was consigned to the reclamation facility at Brandywine, MD.

The U-3B was the military designation given to the redesigned Cessna Model 310E, a more advanced transport than the U-3A described earlier. The U-3B appeared in the early 1960s with a



The more streamlined and refined model of the U-3A was the U-3B. (NASM Photo No. 1A-19377)

more streamlined design. It was also an “all weather” model of the Cessna 310. The U-3B was powered by two 260 h.p. Continental IO-470-D six cylinder air-cooled engines, allowing a maximum speed of 238 m.p.h. at sea level. The U-3B weighed 3,094 lbs. empty. The wingspan was 36 ft., 11 in.; the length was 28 ft., 10 in.; and the height was 9 ft., 11 1/4 in. All U-3Bs were unarmed.

On June 1, 1971, the first two Thunderchiefs were flown to Andrews. Brig. Gen. Millikan and Col. Kennedy flew the two fighter-bombers non-stop from McConnell. Their flight from Kansas included an aerial refueling from a KC-97L tanker from Tennessee’s 134th Air Refueling Group at



(Above) Nicely posed shot of one of the unit's F--105Ds before the main hangar. (DCANG Photo)
(Top right) The two-seater F--105F. (DCANG Photo)
(Bottom right) A fully bombed-up F--105D prepares for a mission. (DCANG Photo)

Knoxville. In July 1971, the 121st began its conversion to the F-105D.

The Republic F-105 Thunderchief was the successor to the F-84 Thunderjet. The F-105D was the best all-weather model of the Thunderchief which first flew in 1959. F-105s flew extensively in the Vietnam War as tactical bombers where they were very successful, although not as successful in the dogfighting role against enemy MiG jet fighters. The “Thud,” as the F-105 was nicknamed, was a single-seat fighter-bomber, powered by a Pratt and Whitney J75 jet engine developing 26,500 lbs. of thrust with afterburner. It had a wingspan of 34 ft., 11 in.; a length of 64 ft., 3 in.; and a height of 19 ft., 8 in. It weighed 27,500 lbs. empty. Its maximum speed at sea level was 836 m.p.h., or 1,420 m.p.h. at 38,000 ft. The Thunderchief was armed with one 20mm cannon, and could carry a variety of bombs, rockets and missiles. The F-105Fs were stretched Thunderchiefs with two-seat capacity and dual controls used as trainers. The vertical tail section was enlarged. All F-105s were retired by 1984.

When the 121st transitioned into the F-105D, the major problem for the squadron was not a lack of pilots, but of operational aircraft. Throughout 1971 and 1972, the 121st Squadron had pilots who were required to fly the Cessna A-37B Dragonfly jet fighter-bomber with the Maryland Air Guard’s 175th Tactical Fighter Group to log sufficient flying time. Another problem was the maintenance required for the earlier F-100C typically was 23 hours per flying hour. The F-105D required an average of 57.3 hours per flying hour, or a factor of 2.5.

On June 30, 1971, Lt. Col. Vincent M. Hungerford became the commander of the 121st

Tactical Fighter Squadron.

From July 3 to 18, 1971, the 113th Civil Engineering Flight deployed to Portuguese Azores, along with members of the 130th CEF from Charleston, WVA as part of an eight member team from the Air National Guard, which was part of a summer long effort to repair a USAF installation. Projects included the relocation of a steam boiler from one building to another, extending a concrete pier, rehabilitating exterior electrical facilities at a refueling pier, installing permanent airfield lighting, construction of an equipment room addition to the commissary, erecting concrete batch plants, and the demolition of a 40' by 70' Butler Building at a remote site.

Headquarters and Detachment 1 performed their annual training at Andrews from July 10 to 24, 1971 while the 121st Weather Flight performed its annual training at Tyndall AFB, FL with Detachment 9 of the 4th Weather Wing at Panama City. The experience working with this active base weather facility was extremely beneficial. The unit was cited by the commander of Detachment 9 for an outstanding performance. At the same time, the 231st held its annual training at Ft. Meade.

The summer camp for the 113th for 1971 was at Travis from July 24 to August 7.

In August 1971, the DCANG's Capital Guardian was the winner of Category I of the First Annual National Guard Association of the United States Newspaper Contest.

In September 1971, Tactical Air Command announced the 113th had been awarded the unit Achievement Award for professional competence and outstanding flying safety from July 22, 1970 to July 21, 1971, for an accident-free year.

In October 1971, the 113th celebrated its Silver Anniversary for its 25th year of service to the District of Columbia and the nation. The festivities included an open house and an air display by the Air Barons, a Naval Air Reserve flight demonstration team.

By October 1971, the 113th had its full strength of 26 F-105Ds. In mid-October, the last F-100C Super Sabre was flown to a sister Air Guard unit in Missouri by Capt. Edward J. Edelen, III. When he flew Number 908 to St. Louis, Edelen brought to a close one of the unit's most dramatic eras. It was announced that more than two dozen pilots had transitioned into the larger, faster, and heavier Thunderchief.

During 1971, a new squadron insignia was developed for the 121st Tactical Fighter Squadron. This was a caricatured ferocious turtle hurling a thunderbolt in its upraised right hand, and clutching two similar thunderbolts in its left hand, while balancing on its right foot on the red border and raising its left foot. There were also three five-pointed stars in the lower left quadrant of the background. This insignia combined elements of the World War II 121st Liaison Squadron emblem with those of the currently authorized 121st Tactical Fighter Squadron emblem. The red and white background and the stars alluded to the flag of the District of Columbia, which was based upon the coat of arms of George Washington. The expression and stance of the turtle were fitting for a combat unit. The thunderbolts showed a connection with the fighting power of fighter aviation squadrons, and alluded to the popular name of the F-105D that equipped the unit, the "Thunderchief."

On December 18, 1971, Col. Benjamin C. Abell, Jr., the longtime commander of Detachment 1, died of a heart attack while piloting a T-29E over Arkansas. The co-pilot safely landed the aircraft. Abell was buried with military honors. Lt. Col. Bernard F. Mattingly became the Detachment 1 acting commander. On January 22, he was appointed Commander of Detachment 1.

Lt. Col. Mattingly's early career was as a fighter pilot in the Air Force and the DCANG. He

was recalled during the Berlin Crisis in 1961 and served as the Wing Standardization and Evaluation Officer. He joined Detachment 1 as the Operations Officer in August 1962 upon his release from active duty. He served as the Operations Officer until his elevation to Detachment commander. Since completing flight school in 1953, he checked out in 16 different aircraft, including fighters, bombers, trainers, cargo aircraft and liaison planes. He was a graduate of Georgetown University where he was an outstanding football player. He was inducted into the Georgetown Athletic Hall of Fame in 1980. Mattingly held a number of Air Force and National Guard decorations, including the Berlin Crisis Ribbon, the Vietnam Service Medal, the Armed Forces Expeditionary Medal, and the National Guard Meritorious Service Award.

A Transitional Year - 1972

In January 1972, the 121st Weather Flight acquired a 21-foot long Mobile Meteorological Van, which was totally self-contained and supplied its own electrical power and supported an environmental control system. The unit then possessed 100% of its mobility equipment. The van, called an MMQ-2, came from a weather installation in Vietnam. The vans were supplied to the 39 National Guard weather flights throughout the United States. The two-person unit was valued at \$24,000. It carried one weather observer and one equipment repairman. The van could be transferred by air, truck or flatbed train. It was equipped with meteorological instruments which measured temperature, dew point, windspeed and direction, cloud bases, sea level pressure and altimeter setting. The 121st Weather Flight was the first Air National Guard weather flight to use the MMQ-2 at a field training encampment. Each observer had an opportunity to train and work with a maintenance technician operating the van.

With the F-105D came more advanced technology and increased demands. CAMS started its six-day, 48-hour work week in 1972, and computers were introduced at the Consolidated Base Personnel Office in 1973.

In 1972, the air traffic control function was absorbed from the 231st Flight Facilities Flight into the parent unit, the 231st Mobile Communications Squadron. The Flight Facilities Flight then moved to Louisiana.

The 113th hosted an inspection team from Ninth Air Force during the April 1972 unit training assembly. Originally intended as an Operational Readiness Inspection, the visit was downgraded to a no-notice Management Effectiveness Inspection because the 113th had not attained the C-3 combat readiness rating required for an ORI. The outcome was rated satisfactory, but the 113th received a number of write-ups, some of which were in critical areas.

On May 1, 1972, Col. Kennedy assumed command of the 113th Group, and Col. DuLaney replaced him as Wing Director of Operations. Kennedy continued serving in a dual capacity as the Deputy Wing Commander in addition to his new responsibilities at Group. At the same time, the 174th Tactical Fighter Group, based at Hancock Field, NY, "The Boys from Syracuse," became part of the 113th. During 1971, New York's 107th Tactical Fighter Group transferred to an air defense mission, and the 113th was then operating as a two-group wing. The 174th joined the Maryland Air Guard's 175th Tactical Fighter Group. Both the 174th and the 175th were equipped with the A-37B. With this realignment of the Wing-Group structure, the 113th had the entire Air Guard fleet of A-37Bs.

The annual training for 1972 was held at Travis from June 24 to July 8. This was the 113th's first deployment to Savannah since 1966.

In June 1972, Lt. Col. Ehrlich moved from Operations to command the 121st Tactical Fighter Squadron. He replaced Lt. Col. Hungerford who moved to Group Headquarters as Chief of Operations and Training. Replacing Ehrlich as Squadron Operations Officer was Maj. Donald L. Masuret, a former flight commander.

By June 30, 1972, the strength of the 113th was 100 officers and 716 enlisted. Detachment 1 had nine officers and 82 airmen, of which 84 were fulltime. During the fiscal year, Detachment 1 flew on 672 flights, flying 4,679 accident-free hours to locations such as the Virgin Islands, the Azores, Labrador, Iceland, Alaska, England, Spain, Norway, Germany and Puerto Rico, in addition to numerous points within the United States. The unit had two C-121C transports, four T-29E aircraft, one B-26B utility-courier and six T-33A jet trainers. The two U-3B staff transports were transferred to the 101st Tactical Fighter Group at Bangor, Maine and the 156th Tactical Fighter Group in Puerto Rico, as of March 1972.

The 113th Fighter Group attained a C-3 Combat Readiness Status on July 23, 1972. This made it subject to a no-notice Operational Readiness Inspection by Ninth Air Force.

During July 1972, the 113th Civil Engineering Flight remained at Andrews and performed repairs and alterations to DCANG facilities.

In 1972, as part of the Air Force's 25th Anniversary Celebration and Open House at Andrews on September 16 and 17, the 113th made a flyover along with another Air Guard contribution, the presentation of the last active B-26B in the Air Force and Air National Guard inventory, serial number 44-34610, to the Smithsonian Institution. The Invader had been assigned to Detachment 1. Former Apollo 11 astronaut Michael Collins accepted the B-26B on behalf of the Smithsonian from Maj. Gen. I. G. Brown, the Director of the Air National Guard.

As of December 8, 1972, the 231st Flight Facilities Flight was inactivated and returned to the control of the National Guard Bureau.

Colonel DuLaney Succeeds Brigadier General Millikan - 1973

On January 6, 1973, Brig. Gen. Millikan was succeeded by Col. DuLaney as the 113th Wing Commander. Millikan was reassigned to Headquarters, DCANG, as a Special Assistant to the Commander of Tactical Air Command for the Air Guard.

Col. DuLaney began his military career by enlisting in the Air Force in January 1951. He entered Aviation Cadet Training two months later. He earned his wings and 2nd Lt. bars in March 1952, and then received a spot promotion to 1st Lt. nine months later. He remained on active duty, including a tour in Korea, until 1955. He joined the DCANG in 1956. DuLaney served in various flight, squadron and group positions, twice including command of the 121st. He led the squadron on active duty during the Pueblo Crisis, and continued to command it during the deployment to Myrtle Beach, until he was released in June 1969.

He took the command of the 113th Group as a Lt. Col. in April 1970, and was promoted to

Col. the following January. He continued to serve as Group Commander until May 1972 when he was tagged for duty as the Wing Deputy for Operations, swapping jobs with Col. Kennedy who vacated that position and moved to command the Group.

By special invitation, the D.C. Army and Air National Guard participated in the second inauguration of President Nixon on January 20, 1973.

A 27-person inspection team from Ninth Air Force concluded after its visit in February 1973 that, "the overall evaluation of the Management Effectiveness Inspection of the 113th Tactical Fighter Group was satisfactory." The weapons delivery portion was completed during the last week of March.

The all-volunteer environment placed an emphasis on morale-building instruments, such as the 26-member Ceremonial Drill Team, which was formed by volunteers from CAMS in February 1973, but was soon renamed the DCANG Drill Team, consisting of members from various careers in the 113th. This organization celebrated the Bicentennial in 1976 by donning replicas of the uniform worn by President Washington's Infantry Guard of 1776, including authentic musket rifle replicas. They learned a drill routine from the Continental Army Drill Manual, and performed it widely to great acclaim. Consequently, the team was named the official Bicentennial unit for Andrews. The DCANG Drill Team has been called one of the District of Columbia National Guard's best community relations ambassadors. It has performed at hundreds of events throughout the metropolitan area and in neighboring states. The District of Columbia National Guard Drill Team is the only National Guard drill team in the country.

In 1973, the Civil Engineering Flight performed a Cold Weather Bivouac at Andrews on the evening of March 10. The objectives were to practice contingency skills such as camp layout, vehicle operations, erection of available bare base assets, first aid, field sanitation, and appropriate multitask training. Additionally, personnel practiced nuclear, biological, and chemical defensive techniques, and personal, work party, and convoy security techniques.

On June 20, 1973, the 113th Supply Squadron deactivated under a new plan from Tactical Air Command which streamlined the tactical fighter group concept. Some of its functions were absorbed into a newly created Mobility Flight, and the remaining functions were absorbed by the Combat Support Squadron.

As of June 30, 1973, Detachment 1 flew 763 flights during the preceding fiscal year, for 4,796 accident-free hours. It maintained two C-121C transports, three T-29E aircraft, and six T-33A trainers.

In concert with changes in Guard regulations on the participation of females, the effect on recruiting was a rise in female membership. The Wing sponsored the first female to be commissioned at the Guard's Academy of Military Science. She was 2nd Lt. Diane Tucker, who was commissioned in 1973 and returned to the 113th Supply Squadron as a Fuels Officer.

From July 8 to 11, 1973, the 113th Civil Engineering Flight satisfactorily completed a four-day Prime BEEF exercise at Tyndall AFB, Fla. The team returned to Andrews to perform repairs and alterations to DCANG facilities.

During August 1973, the 121st participated in one of the largest joint National Guard and Army Reserve exercises since World War II, held at Ft. Stewart, GA. Over two weeks, 64 close air support sorties were flown in support of friendly forces.

During the fuel crisis in December 1973, flying for the 121st came to a virtual standstill with only 80 sorties between December 1 and January 8. Stringent conservation measures forced the

cancellation of a deployment to San Juan.

Colonel Kennedy Assumes Command - 1974

On January 1, 1974, Col. Kennedy became the 113th Wing Commander. He succeeded Col. DuLaney, who became the Wing Director of Operations after serving a year as commander, in accord with a rotation plan directed by Maj. Gen. Southward. Replacing Kennedy as Group Commander was Lt. Col. Leslie D. Kampschorr, the Wing Director of Operations, who was promoted to Col. on March 6. He served as the Director of Operations for the preceding nine months.

Over January 18 and 19, 1974, the 113th Civil Engineering Flight conducted an overnight Cold Weather Bivouac at Ft. Meade, MD.

On February 1, 1974, the 231st Mobile Communications Squadron was redesignated the 231st Mobile Communications Squadron (Tactical Air Base). The new title reflected the squadron's "stand alone" configuration. At this time, the squadron consisted of 11 officers and 172 enlisted. During 1974, the 231st provided their TSW-7 control tower to Langley AFB, VA and to Tipton Army Air Field, Ft. Meade, MD while their towers were rehabilitated.

The DCANG held a dedication ceremony on March 1, 1974 for its new jet engine shop. This was the first adequate engine facility for the 113th. The event concluded years of planning on a project requirement begun in 1969. The facility was one of the most modern and functional in the Air Guard, and contributed to the overall mission capability. During 1974, a program to upgrade the Wing resulted in six facilities being constructed over the next ten years: Avionics/Weapons, 1975; Squadron Operations, 1979; Jet Engine Test Stand, 1979; Hush House, 1982; Fuels Systems Maintenance Dock, 1984, and the Weapons Release Systems Shop, 1984.

On March 2, 1974, the 113th Civil Engineering Flight received the Talbot Award for the highest retention rate (60%) in the DCNG. On March 22, the 113th Civil Engineering Flight received the Outstanding unit Award.

During March 1974, the 113th received an overall satisfactory rating for its ORI/MEI.

On March 26, 1974, the 231st changed command when Lt. Col. O'Rourke retired and Maj. John F. Williams assumed command.

From March 30 to April 1, 1974, the 121st Weather Flight provided weather information for the flying missions associated with the 113th's Operational Readiness Inspection. On April 1, the 121st Weather Flight (F-O) was redesignated the 121st Weather Flight, Mobile, with no change in station or gaining command.

In May 1974, four F-105Ds participated in a fly-by at Madison, VA. in honor of a deceased prisoner of war.

From May 4 to 18, 1974, the 113th Civil Engineering Flight assisted a team from the 165th Civil Engineering Flight from Savannah, GA that had deployed to Andrews to accomplish alterations in Hangar 3119.

On June 15, 1974, the 113th deployed to Alpena for the first time in 14 years. Clear skies at the northern base permitted an outstanding flying program with 282 sorties and 453 hours flown. The annual training was held at Phelps-Collins until June 29. The 121st Weather Flight also performed annual training at Phelps-Collins. It provided weather support for the 113th and the 179th TFG of the

annual training at Phelps-Collins. It provided weather support for the 113th and the 179th TFG of the Ohio ANG for F-105D and F-100 flying operations. Fourteen members of the flight trained at Alpena, with five members authorized to participate in field training activities during other periods. From June 15 to 29, the 113th Civil Engineering Flight deployed to Selfridge ANGB, MI and reconstructed an 88' by 32', 41 year old building to house a sheet metal and welding shop.

During fiscal year 1974, the F-105D maintenance hours per flying hour averaged 38.8 per month. The Air Force's standard was 35.0. Higher hours were due to the increasing age of the weapons system which climbed as the modifications increased. The 121st flew 2,500 sorties and accumulated 4,200 hours.

During the 1,000 air-to-ground sorties, the unit expended 90,000 rounds of 20mm ammunition and 4,500 practice bombs to maintain combat readiness.

The DCANG held an open house on July 27 and 28, 1974.

By September 1974, the Capital Guardian, the newspaper of the 113th, won first place in the annual newspaper contest sponsored by the National Guard Association of the United States. The Capital Guardian won the Category I Award in competition with other Air Guard papers.

During the October 1974 drill, the new commanding general of the D.C. National Guard, Brig. Gen. Cunningham C. Bryant, visited the 113th. Earlier in 1971, Bryant became the first black general officer in the National Guard.

On December 9, 1974, the 113th Tactical Fighter Group was one of 19 that inactivated. The 121st then came under the 113th Wing. The 113th Group was absorbed by the Wing concurrent with the establishment of Headquarters, 113th Combat Support Group on December 10. Col. Kennedy was the 113th Wing commander. The former Group Commander, Col. Kampschorr, moved to the Wing as Vice Commander, and Lt. Col. Joseph A. Cimmino continued as the Combat Support Commander. Lt. Col. David Ehrlich moved from Group Headquarters to fill the fighter squadron command position, replacing Lt. Col. Masuret who was attending Air War College. These changes were part of an Air Guard-wide reorganization of Tactical Air Command gained fighter and air refueling

units. The move eliminated group headquarters whenever they were co-located with a "parent" wing headquarters. In most cases, there was no loss in strength.

In 1974, Detachment 1 added the O-2B, but deleted it after nine months.

The O-2B and its predecessor, the O-2A, were similar military versions of the Cessna Model 337 Super Skymaster four or six seat, retractable



The O-2B was unique for having one engine pushing the aircraft and the other pulling on its centerline. (U. S. Air Force Photo)

landing gear, high-wing aircraft. The O-2 was used extensively by Air Force and Air Guard units as forward air controllers, and they often carried smoke-producing rockets to mark targets. The O-2 was unique in that it was powered by two 210 h.p. Continental IO-360-C/D six-cylinder air cooled engines in a push/pull manner, with one engine in the nose and one behind the passenger cabin, on the centerline, requiring twin-booms to mount the tail control surfaces. The maximum speed at sea level was 200 m.p.h. The O-2 weighed 2,625 lbs. empty. It had a wingspan of 38 ft.; a length of 29 ft., 9

in.; and a height of 9 ft., 4 in. Some O-2s used as FACs were minimally armed.

The Thunderchief Shows its Mettle - 1975

In 1975, Detachment 1 added the C-131D, but deleted the O-2B, the T-29E and the C-121C.

The Convair C-131D was a military version of the Convair 240-440 commercial transport. It was powered by two 2,500 h.p. Pratt and Whitney R-2800 radial engines, and had a maximum speed of 305 m.p.h. at 16,000 ft. The wingspan was 105 ft., 4 in.; length 79 ft., 2 in.; and height is 28 ft., 2 in. This unarmed aircraft weighed 29,000 lbs. empty.



The C-131D was externally very similar to the T-29E used earlier by Detachment 1. (DCANG Photo)

The 113th went through a difficult ORI/MEI on March 22 and 23, 1975 and registered a significant number of outstanding ratings, but a few shortcomings were noted. The 121st Weather Flight provided weather briefing and meteorological watch support for the 113th during its ORI.

During 1975, the 231st marked a new frontier when it participated in the Joint Chiefs of Staff exercise Solid Shield-75 at New River Air Station, NC during May and June.

The 113th returned to Phelps-Collins for camp during June 14 to 28, 1975. The 113th flew 572 hours and 378 sorties, while supported by only half its strength. These impressive figures gave the Wing 685 hours for 444 sorties in June, 15 hours short of the "magic" goal of 700 hours.

From July 19 to August 2, 1975, the 113th Civil Engineering Flight deployed to Montauk AFS, Long Island, N.Y. to install 600' of 8" water line, interior lighting, roofing and siding.

During fiscal year 1975, the 121st flew 3,110 sorties and accumulated 5,148 hours. During its 1,956 air-to-ground sorties, the unit expended 108,775 rounds of 20mm ammunition and 5,967 practice bombs to maintain combat readiness. Of those bombs, 338 were 500-lb. cement-filled blockbusters, dropped during field training at Alpena to give the pilots a feel for aircraft handling when hauling a heavy load. The fiscal year ended with 26 assigned pilots.

During the same period, Detachment 1's aircraft were dispatched on 1,993 flights for 3,755 accident-free hours. The unit received the Ninth Air Force Annual Flying Safety Award for another accident-free year. It also received special recognition from Headquarters, Tactical Air Command, in the form of a certificate for successfully completing seven years of accident-free flying. Detachment 1 maintained four C-131D transports and six T-33A jet trainers.

In July 1975, Maj. Falk Kantor replaced Lt. Col. William Vogel as the commander of the Weather Flight.

Over September 15 and 16, 1975, the 113th Civil Engineering Flight deployed to Ft. Meade, MD for an overnight Cold Weather Bivouac and range firing. Three officers and 39 airmen participated.

The greater maintenance demands on CAMS were apparent with the F-105D wing removal/inspection Time Compliance Tech Order that was required on the Wing's Thunderchiefs, starting in

October 1975. Earlier, on October 2, an F-105 assigned to the Kansas Air Guard caused a fatal accident when its wing came off in flight due to cracks. The result was the F-105Ds of the 113th underwent inspections. The project lasted six months and consumed 12,000 hours. Through it, maintenance personnel determined six of the Wing's 28 Thunderchiefs were unfit and were removed. During November, the 113th was authorized 24 F-105Ds. During calendar year 1975, the 121st flew 4,575 accident-free hours.

Expansion on Many Fronts - 1976

On April 1, 1976, the "combat ready" nature of the mission of the 231st Mobile Communications Squadron (Tactical Air Base) surfaced more visibly when the unit was redesignated the 231st Combat Communications Squadron (Tactical Air Base). The unit consisted of 11 officers and 172 enlisted. There was no change in gaining command. During 1976, the 231st provided its TSW-7 tower to Dover AFB, DE. while their tower was rehabilitated.

The 121st Weather Flight (Mobile/Fixed) was redesignated on April 10, 1976 to the 121st Weather Flight (Fixed). There was no change in strength, station or command. This change was because the Air Weather Service and the National Guard Bureau agreed that because of the change in deployment concepts for weather flights, the "mobile" designation was no longer required.

A major renovation of Wing Headquarters (Building 325) began on May 6, 1976, and by the August training assembly, the first floor of the south wing was overhauled. The work was done by 113th Civil Engineering personnel. The second floor renovation was handled by a civilian contractor. At the same time, Wing officials expected a new operations building to be completed by March. Construction was estimated at \$750,000 for the building, to be erected between the avionics and aircraft shops. Scheduled for relocation to Andrews in 1977 was the 231st Combat Communications Squadron. Construction began in July on two buildings behind Wing Headquarters which would house the 231st.

The 1976 annual training was at Phelps-Collins from June 12 to 26. Approximately 500 officers and airmen attended with 23 F-105Ds. During the camp, the F-105D pilots were to fly 400 sorties, many over the Camp Grayling gunnery range, 40 miles west. In 50 of those sorties, the F-105Ds were armed with eight 500-lb. bombs. For the remaining sorties, they carried 25-lb. practice bombs and 1,000 rounds of 20mm shells which were fired from their gatling gun at a rate of 6,000 rounds per minute. A total of 478 hours and 406 sorties were flown. The pilots practiced ground attack tactics, close air support missions, and air combat maneuvering in the restricted air space over Lake Huron. From June 12 to 27, the 113th Civil Engineering Flight deployed 53 members to Camp Perry, Ohio to participate in a four-day field evaluation, which was completed satisfactorily. The next 11 days were spent altering the dining hall located at Camp Perry.

The 121st flew 4,185 hours and 3,060 sorties over the fiscal year ending June 30, 1976.

Brig. Gen. William R. McCall, Jr., the Chief of Staff for Air, retired June 30, 1976 after almost 30 years with the DCANG. McCall was among the original officers who reformed the unit in October 1946. In three decades of service, he held top positions for more than 23 years. He was a veteran of World War II, Korea and Vietnam. McCall logged more than 7,000 hours in aircraft ranging from the

B-17 piston bomber to the F-105 jet fighter.

By July 1976, the retirement of Brig. Gen. McCall brought a shuffling of posts at the upper echelons. Col. Kampschor, the Vice Wing Commander, was named to the military portion of McCall's position, which was split in two, the other being a civilian post, to which Lt. Col. Robert Gordon, a 113th F-105D pilot, was appointed. Succeeding Kampschor as Vice Wing Commander was Lt. Col. Hungerford, the Wing Deputy Commander for Operations. Lt. Col. Ehrlich, the commander of the 121st, moved to Hungerford's former position. Succeeding Ehrlich as the 121st commander as of July 1, 1976 was Maj. Ralph Sirek, the D Flight commander.

The 121st Weather Flight completed its annual training on a rotational basis from July 3 to 31, 1976 at Volk Field, WI.

On August 10, 1976, the 231st Combat Communications Squadron (Tactical Air Base) was reorganized. The unit consisted of nine officers and 208 enlisted.

During the year ending September 30, 1976, the 113th flew 2,831 sorties and 4,326 hours. Detachment 1 undertook 3,375 flights and flew 5,585 accident-free hours. It received the Ninth Air Force's Annual Flying Safety Award for another accident-free year. The Detachment also received a Meritorious Achievement In Flying Safety Award from the Air Force. Detachment 1 maintained four C-131D transports and six T-33A trainers.

During October 2 to 23, 1976, 85 members of 231st Combat Communications Squadron participated in the Joint Air Force-Army exercise Brave Shield XV. This involved both active and reserve forces at Eglin AFB, FL. It provided training in air superiority, airborne operations, electronic warfare, and integrated air defense operations.

On October 16, 1976, the 113th held a 30th Anniversary open house which attracted 1,000 relatives and friends. While the festivities were in progress, the normal activities of the units continued. There was an F-105D fly-by, a K-9 dog demonstration, a Presentation of the Early American Colors, a performance by the DCANG Drill Team, and a Bicentennial Retreat Ceremony. Other displays included weapons, a J75 jet engine, aerospace ground equipment, and life support equipment.

Fifty-nine members of the 113th CAM Squadron joined six F-105D pilots of the 121st at Lakenheath Air Base in England from October 23 to November 6, 1976. The two elements supported 120 Guardsmen from the 192nd Tactical Fighter Group from Richmond. During their stay, the D.C. Air Guardsmen worked under the eyes of Air Force personnel assigned to the host unit, the 48th Tactical Fighter Wing. The deployment was a demonstration of force to the Warsaw Pact nations that the Guard could fly across the ocean rapidly and support the North Atlantic Treaty Organization. The pilots of the 121st flew to Denmark and Germany, and increased their bad weather flying proficiency. When not flying, they spent time being briefed by the 48th's experts on the intricacies of European flying, NATO requirements, and Warsaw Pact intelligence.

The 121st completed 1976 with 4,753 hours, and no major accidents.

Two Close Calls in the F-105D Thunderchief - 1977

In 1977, the 113th received an Air Force Flying Safety Plaque for the third consecutive year. From January 8 to 22, 1977, 22 pilots and 180 support personnel from the 113th deployed

with 18 F-105Ds to Nellis to participate in the Red Flag 77-3 exercises. This gave the 113th the opportunity to participate in a simulated combat environment. They flew 238 sorties and 356 hours against simulated enemy targets. For the deployment, the Wing borrowed the War Reserves Spares Kit from the 192nd Tactical Fighter Group.

Lt. Col. David M. Ehrlich bailed out safely from an F-105D, seconds after flames erupted. Ehrlich was on a routine training flight on February 23, 1977 to the Patuxent Naval Air Station, MD operating areas over the Chesapeake Bay when a red warning light flashed. Ehrlich immediately headed the plane toward the naval air station, located 60 miles southeast of Andrews. While Ehrlich piloted the F-105D on the return, he heard several loud explosions, followed soon by the loss of controls. He then bailed out. The plane was traveling at 500 knots and cruising at 19,000 ft. when he ejected. Despite bailing out over water and damaging his parachute, Ehrlich landed on the ground, east of the station. The F-105D crashed in the bay, midway between the shores. Ehrlich was rushed to the naval hospital at Patuxent, and then to the Malcolm Grow Hospital at Andrews, and treated for a dislocated shoulder, a fractured arm, torn ligaments and back injuries. He was hospitalized for several weeks.

The 231st performed its annual training on a rotational basis at the Tipton Army Aviation Field, MD. from March 1 to July 31, 1977, and later performed its primary annual training at Otis ANGB, MA from July 9 to 23, 1977.

In March 1977, Col. Kennedy was promoted to Brigadier General. He became the first one star to command the 113th since Maj. Gen. Millikan in the early 1970s. Kennedy was then assigned to State (District of Columbia) Headquarters as a Special Assistant to the Commander of Tactical Air Command. Kennedy had commanded the 113th since January 1974. His command also extended to the 174th Tactical Fighter Group in Syracuse and the 175th in Baltimore.

By March 1977, members of the 121st Weather Flight had worked side-by-side for the past year with the active Air Force at the Andrews Weather Station. This was because the Weather Flight was part of the "Total Force" concept in the Air Force, enabling Air Guard members and Air Reservists to more readily assume these duties in an emergency. The 121st not only supported the Andrews Station, but also the Virginia Air Guard.

The 113th and its subordinate sections received an overall satisfactory rating for the 1977 Operational Readiness Inspection/ Management Effectiveness Inspection held April 23 and 24, 1977.

During 1977, the 121st Weather Flight was tasked to provide weather support at the Alpena, MI training site from June 15 to July 9. The unit supported ANG flying units from Indiana and Michigan in addition to supporting the 113th during its annual training encampment. The unit also provided training in weather observation procedures for aircraft controllers and ground control operators from various ANG units. Unit personnel had become proficient during the year using a sophisticated new piece of equipment, the COMEDS. This collected and disseminated weather and Notice to Airmen (NOTAM) data throughout the United States.

The 113th held its 1977 annual training at Phelps-Collins from June 26 to July 9, for the fourth consecutive year. The camp had 200 fewer people than in 1976, because generally many members had performed their training while supporting the 113th at Red Flag in January. During this camp, two pilots were upgraded to combat - ready status. Personnel not deploying to Alpena performed their training at Andrews. A total of 243 sorties and 382 hours were flown at both locations.

In June 1977, the 113th Civil Engineering Flight deployed two officers and 47 airmen to Charleston AFB, SC. Projects included an addition to a dental lab and construction of an inert ammunition storage facility.

Four D.C. Air Guard instructor pilots, Lt. Col. Ehrlich, Majors John Gill and Richard Venturi, and Capt. Wherley, attended a Dissimilar Air Combat Tactics course from August 7 to 12, 1977 at Tucson International Airport, the home of the Arizona Air Guard's 162nd Tactical Training Group. The purpose was to train instructors in dissimilar air combat tactics so they could train others. The pilots flew to Arizona in four F-105Ds and engaged the Tucson unit's F-100s.

During the fiscal year ending September 30, 1977, Wing air crews flew 3,032 sorties and 4,809 hours. Detachment 1 maintained three C-131H transports and six T-33A trainers. During March 1977, the unit converted from the C-131D to the C-131H. The "H" was powered by two turboprop engines, as compared to the conventional reciprocating engines of the "D".

From October 1, 1977 through July 22, 1978, the Wing deployed seven times: to Volk Field, WI; Travis Field, GA; Patrick AFB, FL; Key West Naval Air Station, FL; Davis-Monthan AFB, AZ, and twice to Alpena. The 113th deployed to Volk from October 13 to 16, 1977 to conduct air-to-ground weapons delivery at the Harwood Range.

On November 26, 1977, Col. Kampschror parachuted to safety just before his F-105D crashed near Byrd Field, in Richmond, VA. The 45-year old Vietnam veteran was on a training mission to MacDill AFB in Florida when his Thunderchief developed mechanical problems, about 20 minutes after he took off from Andrews. Kampschror radioed Byrd he noticed irregularities, and said he would attempt an emergency landing. As he was making a final approach, his controls froze, and he bailed out five miles away at 2,000 ft. The plane glided for two miles, sheared trees, crashed near a dairy farm, and broke into two pieces. Some rounds of ammunition exploded. Kampschror suffered a bloody nose and injuries to his left heel. He was treated at Langley Air Force Base, VA, and released.

The 113th deployed to Travis from December 15 to 18, 1977 to develop F-105D tactics in an unfamiliar target area. This deployment was not completed due to inclement weather.

Great Additions and Tragic Losses - 1978

In January 1978, Lt. Col. Jack M. Heinemann, the 113th Tactical Hospital veterinarian, was honored as the Outstanding Medical Services Officer for the entire Air Guard for 1977.

In January 1978, three new buildings for the DCANG were ready. They were constructed under a civilian contract for \$1,880,000, and were under construction since August 1976. The squadron operations single-story facility, the largest of the three with 18,184 square ft., is located 300 yards south of the hangar on Perimeter Road. Moving from the hangar into the building was the 113th Wing flight operations, the 121st Squadron operations, the 121st Weather Flight, the command post, the personal equipment shop (pilots' flying gear), the parachute shop and the flight simulator. The 113th Intelligence Section, then in the Wing administration building, also relocated to the facility.

The 113th deployed to Patrick AFB, FL from January 22 to 29, 1978.

The 113th deployed to Key West Naval Air Station, FL from March 19 to 25, 1978 to upgrade the pilots in dissimilar aircraft tactics. During this, the pilots matched their skill against naval

aviators.

The 113th deployed to Davis-Monthan AFB, AZ from April 22 to 29, 1978 to qualify its pilots to operate the F-105D at 100 ft. above the terrain at speeds over 500 knots. This increased the F-105D's survivability against current electronic detection equipment.

In April 1978, CMSgt George Stevenson, the Non-Commissioned Officer In Charge of the 113th Combat Support Group Equipment Management Shop, was named by Brig. Gen. Kennedy as the first Senior Enlisted Advisor for the 113th TFW. His duty was to advise the Wing Commander on all matters related to the enlisted force. The position of Senior Enlisted Advisor for the entire DCANG was established by the Commanding General, DCNG in January 1981, with the incumbent directly reporting to the Deputy Commanding General for Air. The first to hold this position was CMSgt Ronald Perkins (231st CCS), serving until March 1984. CMSgt Ronald Kerrigan (113th TFW) followed until December 1984. CMSgt Richard Moore (113th TFW) assumed the position from January 1985 until August 1994. CMSgt Dewey Barnwell (201st ALS) is the current DCANG Senior Enlisted Advisor.

Other effects of the all-volunteer environment were community outreach projects, such as those bringing students in the Aerospace Education Program at Randall High School to get hands-on experience in the DCANG's shops. This program began in 1978, and was managed by Lt. Col. James Turner, who was an official in the D.C. School System.

During 1978, the 231st participated in exercise Solid Shield-78 in May. Also during 1978, the 231st participated in the Joint Chiefs of Staff exercise Empire Glacier, as well as in exercise Coronet Swallow.

The 113th deployed to Alpena from June 1 to 4, 1978 to fly a variety of missions that could be required during an inspection.

The 231st Combat Communications Squadron (Tactical Air Base), which transferred from Camp Simms in July 1978, reestablished in the two one-story structures behind the Wing Administration and unit Supply Buildings. The 231st, which had 201 officers and enlisted, was at the 25-acre Camp Simms in southeast Washington sharing the camp with the D.C. Army National Guard.

The 1978 annual training was at Phelps-Collins from July 9 to 22. On July 12, 1978, Capt. John J. Pesch, Jr., a member of the 121st, was killed when his Thunderchief crashed and burned near the north end of the runway. While returning from a training mission as part of a flight of four, Pesch completed a south-to-north pass over the field and entered onto the downwind leg when his F-105D went out of control. The aircraft suddenly veered to the right and went down in the trees, east of the north end of the runway. No other persons were injured in the 9:30 a.m. crash, and property damage was limited to the airplane and trees. Capt. Pesch was the son of Maj. Gen. (Ret.) and Mrs. John J. Pesch. Maj. Gen. Pesch was the former Director of the Air Guard at the Pentagon. Capt. Pesch was married, but had no children. He was a member of the DCANG since February 1977, and had flown the F-105D since March 1977. The 28-year old pilot had 1,380 hours, 235 of which were in the Thunderchief.

The unit also underwent its first Operational Readiness Inspection at a deployed location while at Alpena. It was administered by inspectors from Headquarters, Tactical Air Command, and Headquarters, Ninth Air Force. During the inspection, the unit was tasked with situations it could confront during combat. During the second week, DCANG pilots flew against the USAF Aggressor

Squadron from Nellis. The Aggressor F-5s closely simulated Soviet fighters in their size, and their pilots simulated Soviet tactics during the aerial encounters.

During August 1978, Detachment 1 added the T-43A to its inventory, and started deleting



The military version of the Boeing 737-200 was the T-43A. Many 737s are still in use today. (DCANG Photo)



A Detachment 1 T-43A on the ground near the unit's hangar. (DCANG Photo)

the C-131H.

The commercial Boeing 737-200 jetliner was adapted for military use and redesignated T-43A. The unarmed T-43A was a general purpose transport aircraft flying administrative airlift and support missions. It contained 64 seats, and could complete countrywide nonstop assignments. The T-43A was powered by two Pratt and Whitney JT8D-9 jet engines, rated at 14,500 lbs. of thrust. The wingspan was 93 ft.; length 100 ft.; and height 37 ft. The maximum speed at 20,000 ft. was 628 m.p.h.. The T-43A weighed 60,210 lbs. empty. When Detachment 1 added the T-43A, full galleys replaced plug-in space for food preparation.

For the fiscal year ending September 30, 1978, Detachment 1 operated three C-131H transports and six T-33A trainers. They flew 2,460 sorties, resulting in 4,546 accident-free hours.

For the fiscal year ending September 30, 1978, Maj. Robert B. Simpson was the 121st Tactical Fighter Squadron Commander.

On October 1, 1978, the Tri-Deputy System (Operations, Maintenance and Resources) began. Concurrently, the 113th Combat Support Group was downgraded to a squadron, and its duties were shared with the newly formed Resources Maintenance Squadron.

On October 19, 1978, Maj. Gen. Willard W. Millikan, a pioneer Air Guard officer, World War II triple ace, and 113th Tactical Fighter Wing commander from 1952 to 1972, died at his home in Alexandria, VA at age 59. He was an active tactical pilot with more than 7,000 hours. He chaired two study groups for the Reserve Forces Policy Board that led to an equitable program for all reservists, and the formation of the "National Committee for Employer Support of the Guard and Reserve." Millikan served as the first Special Assistant to the Commanders of Tactical Air Command (January 1973 to November 1977), and US Air Forces Europe (December 1977 until his death the following October). He was promoted to Major General on April 24, 1974. His decorations and awards include the Distinguished Service Cross (three enemy aircraft destroyed in one engagement), the Silver Star (four enemy aircraft destroyed), the Distinguished Flying Cross with One Silver Oak Leaf Cluster, the Air Medal with Three Bronze Oak Leaf Clusters, the Legion of Merit with One Oak Leaf Cluster, the Purple Heart, the American Combat Medal, the European-African-Middle Eastern Combat Medal with Three Battle Stars, the Victory Medal, World War II, the National Defense Service Medal, the Air Force Longevity Service Award, and the Air Force Reserve Medal.

Over 60 members of the DCANG headed west for Operation Snowbird on November 25, 1978. While 22 members took off for Tucson, AZ, 11 pilots with the 121st and 28 support personnel flew to George AFB, CA. Operation Snowbird was a series of deployments to the west coast and Florida established so fighter units from the east coast could perform proficiency training, which cannot be held near their homes due to bad weather. The California deployment, led by Brig. Gen. Kennedy, the commander of the 113th, was airlifted to George in eight F-105Ds and one C-130. The pilots flew 14 sorties daily, and performed low-level navigational training. Meanwhile, at Tucson, DCANG maintenance personnel with various Air Force specialties were assisting the Arizona Air Guard in building cement-filled training munitions for Operation Snowbird. The full requirement for Operation Snowbird in 1979 was performed while the unit was there.

On December 19, 1978, the emblem of the 113th Consolidated Aircraft Maintenance Squadron was approved by the Air Force. This was a blue disc edged with a narrow yellow border, on which is a green horizontal base below three horizontal stripes, white, red, white, the top white stripe bearing

three red five-pointed stars, supporting a representation of the dome of the Capitol, surmounting three white contrails originating from the top of the disc in sinister and arced bendwise to dexter, each terminating below a white aircraft ascending above the upper torso of a Minuteman, white detailed blue to dexter and a white demi-wrench in sinister. Attached above the disc is a blank yellow scroll. Attached below the disc is a yellow scroll inscribed, "Proud To Serve," in blue letters.

During 1978, the 231st again provided its TSW-7 tower to Martinsburg, WVA while their tower was rehabilitated.

Commendations and Dedications - 1979

From April 1 to 15, 1979, the 113th Civil Engineering Flight deployed two officers and 46 airmen to Davis-Monthan AFB, AZ to alter two bays of an alert hangar into a briefing room, with alert pilot sleeping quarters and related administrative space.

The Training Section planned the joint security exercise Operation Spring Case, in April 1979. This teamed the 113th, 459th TAW (Air Force Reserve) and Base Security Personnel to face an intruder force. All Wing personnel were involved, testing their ability to react to chemical, biological, radiation, sabotage, and Base attack threats. This training continued with increasing frequency.

In May 1979, the 231st Combat Communications Squadron participated in Operation Solid Shield-79, in the Carolinas, as part of more than 19,000 airmen, soldiers, sailors and Marines.

Solid Shield-79 was a multi-service exercise directed by the Joint Chiefs of Staff to test the combined abilities of American forces under simulated combat conditions. The 231st deployed 91 people to Shaw and Pope Air Force Bases, and the Fort Bragg Army Post (Aberdeen site), during April 19 to May 26, 1979.

During fiscal year 1979, a new approach to General Military Training (GMT) was inaugurated. It was called Ancillary Training, which consolidated all general military training into one weekend. Each person was charged to complete Ancillary Training during his or her birth month. In this way, interruptions for GMT were minimal, training was predictable, and supervisors scheduled their personnel with greater certainty.

On June 10, 1979, some unfinished business from the call up of 1968 was completed. SSgt Dewey Barnwell noted some Wing members, who went to Vietnam, had been recommended for medals that were never received. He began the paperwork flowing. As a result, 41 Air Force Commendation Medals were awarded.

In June 1979, the 121st Weather Flight deployed to MacDill AFB, Tampa, FL. The flight augmented Detachment 32 of the 3rd Weather Squadron in the base weather station. The 121st Weather Flight participated in all phases of support to Detachment 32 in an outstanding demonstration of the Total Force Policy. The flight commander, Lt. Col. Falk Kantor, presented daily stand-up weather briefings to the commander of the 56th TFW and his staff.

In June 1979, the 113th Civil Engineering Flight deployed one officer and 35 airmen to Otis ANGB, MA. Projects included the removal of windows and blocking of openings in the instrument landing system transmitter stations, forming and pouring a concrete base for an instrument landing station tower, rehabilitating a dental clinic and an auditorium, and clearing brush at the end of a runway.

On July 1, 1979, the 113th Resource Management Squadron was activated with eight officers and 78 enlisted. The gaining command was Tactical Air Command. The 113th RMS provided a variety of services and logistical support to all DCANG units and the Guard Bureau. This included accounting and finance, logistics planning, supply, contracting and transportation services.

About 160 members of the 113th returned from two weeks at Phelps-Collins on July 22, 1979 where they trained under simulated Operational Readiness Inspection conditions. During the four day "war," nine pilots flying Thunderchiefs conducted 60 low-level bombing and gunnery missions.

On August 14, 1979, the reins of command of the 231st changed again when Lt. Col. Williams moved from the area and Lt. Col. Lawrence A. Raymond assumed command.

The 113th underwent a Management Effectiveness Inspection over August 16 to 21, 1979 by Ninth Air Force. The Wing received an overall excellent evaluation.

Everywhere there were signs the workload was increasing. It was evident in the expanded maintenance work week, the increased deployments, the aggressive training plan, and that on August 22, 1979, Wing Regulation 113 TFW 10-3 was published. This delegated the authority to publish special orders from Headquarters, D.C. National Guard to the Chief of Administration, 113th Wing.

On September 26, 1979, the new Squadron Operations Building was officially opened with a ceremony dedicating it to the memory of Lt. Col. Sherman E. Flanagan, Jr., a former commander of the 121st Tactical Fighter Squadron. Flanagan lost his life after being shot down over the Ashau Valley in the Republic of Vietnam in July 1968. The building was a tribute to the service and sacrifice characteristic of the members of the DCANG.

Until the end of September 1979, the 121st Weather Flight provided information to the flying units of the DCANG and the Air Force. On October 1, the 121st Weather Flight, along with 37 out of 39 other ANG weather flights across the country, acquired an Army support mobility mission. The 121st Weather Flight was assigned to provide operational support, in the event of mobilization, to the 116th Infantry Brigade (Separate) of the Virginia Army National Guard, located in Staunton, VA. This required weather flight personnel to be proficient in Army mobility (field) operations and capable of providing tactical weather support to Army maneuver units. This brought a major challenge for the flight because never before were they required to learn tactical survival. The survival skills were not without frustration, but, in the end, the flight did well with the training. It placed an emphasis on upgrading the flight's capabilities to provide tactical Army weather support.

For the fiscal year ending 1979, Detachment 1 operated four T-43A transports and six T-33A trainers. The conversion from the turboprop C-131H to the T-43A jet posed numerous logistical problems, but the conversion was completed by March 1979. The aircraft were dispatched on 2,800 sorties, resulting in 6,022 accident-free hours.

In October 1979, personnel authorizations increased by six full-time employees to 137 for Detachment 1.

The 113th TFW deployed eight F-105Ds from October 20 to November 4, 1979 to George AFB, CA to accomplish low-level awareness training (LLAT), low-level navigation training, tactical weapons delivery in a strange location, and composite strike operations with Wild Weasels, as well as to increase the basic proficiency for selected pilots. The pilots were replaced after the first week with the assistance of Detachment 1. The schedule required 14 sorties per day. Brig. Gen. Kennedy was the detachment commander for the first week, and Lt. Col. Hungerford followed for the second

the assistance of Detachment 1. The schedule required 14 sorties per day. Brig. Gen. Kennedy was the detachment commander for the first week, and Lt. Col. Hungerford followed for the second week.

In 1979, the 231st Combat Communications Squadron (Tactical Air Base) started ongoing air traffic control operations in Martinsburg, W.V. The ground controlled approach operation allowed the unit to train its controllers to vector incoming aircraft. During 1979 and 1980, the 231st participated in exercise Coronet Mil.

Chapter 9

The Phabulous Phantom Years - 1980

In March 1980, the Air Force announced the 121st would convert to the F-4D Phantom during fiscal year 1981. The anticipated manning would include 20 or more Weapons Systems Officers, with grade authorizations of lieutenant through lieutenant colonel. The 121st was scheduled to receive 24 F-4Ds. The F-105Ds, along with 18 from the 141st Tactical Fighter Squadron at McGuire, would be transferred to the military aircraft storage center at Davis-Monthan.

During March 29 to April 12, 1980, eight pilots and 50 support personnel from the 121st participated in the Red Flag exercises. The pilots experienced flying against several types of aircraft in the Air Force inventory. The basic scenario required attacks against targets using high speed and low-level approaches, with both practice and live ordnance.

From April 12 to 26, 1980, the 113th Civil Engineering Flight deployed two officers and 41 airmen to Savannah, GA. Projects included replacing tile and installing air conditioning, adding new lighting, relocating walls, installing fire alarms, pouring concrete pads for emergency generators, forming and pouring curb and sidewalk extensions, and rehabilitating areas in the warehouse, including new walls, a ceiling, lights and exhaust ventilation.

The 121st Weather Flight accompanied the 116th Infantry Brigade to annual training at Ft. A.P. Hill, VA in 1980. On June 14, three officers and eight enlisted from the Weather Flight reported for annual training. The members acquired personal field gear and weapons, and underwent intensive training sessions for their proper use. The 121st Weather Flight then deployed to a field location for four days and nights of realistic tactical training. The Weather Flight underwent extensive Army mobility training. Members of the flight participated in training courses covering tactical communications, convoy procedures, site selection and tent erection, and map and compass familiarization. The 121st Weather Flight also provided instruction to brigade personnel on such subjects as weather hazards to helicopter operations, soil trafficability, and wind diffusion effects on nuclear, biological and chemical weapons. As a result, the 121st Weather Flight increased its capability to fulfill its new Army support mission while maintaining its proficiency in providing support to the Air Force mission.

Maj. James V. Mullen, a pilot with the 121st, was killed on July 11, 1980 when his F-105D crashed while on a gunnery and bombing training flight near the Dare County Military Reservation gunnery range in North Carolina. Mullen was flying as Number Three in a formation. After making his second strafing run and without making radio contact, Mullen crashed. No one else was injured in the 12:30 p.m. incident, and property damage was limited to the airplane and uninhabited marshland. Mullen had 18 years military service, six of which were on active duty from 1963 to 1969. He had 4,200 hours, most of which were in the B-47 and the F-100. He flew over 100 hours in the F-105D during his stay of 11 months with the DCANG. He had been with the Iowa Air Guard, but joined the

121st in August 1979. Mullen worked as a flight engineer with Northwestern Airlines.

In September 1980, the Air Force approved the organizational emblem of Headquarters, DCANG. The emblem was on a white shield, three red (or sky blue) stars in chief, and two horizontal stripes nebuly (cloud-edged) in red (or sky blue) in fess. On the base, the emblem of the District of Columbia National Guard (the Capitol dome in white on a golden sun) on a wreath of the USAF heraldic colors (gold and ultramarine blue). The lettering and narrow edging are ultramarine blue. The basic motif is that of George Washington's personal coat of arms, perpetuated in the flag of the District of Columbia. If desired, the red of those may be changed to sky blue to show the aeronautical character of the organization and to differentiate it from other organizations which may use the flag motif. The nebuly edges of the stripes connote clouds, hence the Air Force's mission.

At the end of fiscal year 1980, Lt. Col. Ralf C. Kuehnelt was the commander of the 121st Tactical Fighter Squadron. The 121st had 30,000 hours flying the F-105D. Detachment 1 flew its four T-43As and six T-33As 6,875 hours, transported 56,045 passengers, and completed 157 tactical air intercept missions in support of the 112th Tactical Air Command Control in Pennsylvania. The T-43As were painted and had interior modifications completed for increasing the passenger seating to 64.

On October 5, 1980, the 113th held a Wing Appreciation Day open to family, friends and employers. The activities included rescue demonstrations and static aircraft displays. The family day celebrated the 40th Anniversary of the DCANG's activation prior to World War II. A crowd estimated at 3,000 attended.

In December 1980, the Capital Guardian and one of its writers, SSgt Robert Faruq, emerged as winners in the 1980 Air Guard Media Contest. Both the newspaper and a feature article written by SSgt Faruq were submitted to the contest.

During 1980, the 231st participated in exercise Empire Glacier.DCANG.

Another Year of Transition - 1981



The Sabreliner's fighter-like heritage can be seen especially in its wing and tail section configurations. (U. S. Air Force Photo)

During 1981, Detachment 1 added the T-39A to its inventory.

From the same manufacturer as the F-86 Sabre and the F-100 Super Sabre came the North

American Aviation T-39A Sabreliner, an aircraft whose general layout, especially its wing design, resembled the F-86/F-100 fighters. The T-39A was developed as a trainer for a variety of roles, depending upon its mission, as well as a transport aircraft. The subsonic T-39A was powered by two 3,000 lbs., of thrust Pratt and Whitney J60-P-3 turbojets, which allowed a top speed of 540 m.p.h. at 36,000 ft. This unarmed, dual-seat aircraft had an empty weight of 9,307 lbs., and a wingspan of 44 ft., 4 3/4 in. The length was 43 ft., 9 1/4 in., and the height was 16 ft.

On January 24, 1981, a major non-fatal accident occurred when an F-105D from the DCANG struck a 1,000-foot television broadcasting antenna.

In March 1981, the Air Force approved the organizational emblem of the 113th Tactical Hospital. The emblem was on a white shield, three red crosses in chief above and two red horizontal stripes in fess in the middle, with an overall diagonally lower left to upper right placement of a gold angel's wing and halo, with sky blue speedlines in trail. The lettering and narrow edging was in sky blue. The basic motif is that of the coat of arms of George Washington, as adopted for the flag of the District of Columbia, with the stars changed to crosses. The crosses show the medical mission of the unit, their number alluding to the triage of wounded in a tactical situation. The angel wing represents the care and support of winged (Air Force) guardians (Air Guard members). The speedlines emphasize the speed of air-deployed support elements.

In March 1981, Senior Airman Gary D. Renfrow, a member of the 231st Combat Communications Squadron, was selected from among all Air Guard and Air Force Reserve airmen worldwide as the Air Force Communications Command Airman of the Year for 1980.

From March 28 to April 11, 1981, the 113th Civil Engineering Flight deployed three officers and 49 airmen to Birmingham, Ala. Members of the team worked on several projects including areas needing repair at the dining hall, repairs to the storage facility, addition of air conditioning, installing emergency lighting in the administrative facility, and the construction of an 18' by 26', 2-1/2 story fire training facility. The 113th CEF received high praise from the Alabama Air National Guard for jobs well done.

The 231st Combat Communications Squadron undertook a new challenge as a substantial number of the unit's personnel participated in overseas exercises for the first time when the 231st deployed to England for exercise Flintlock-81. This was part of a three-phase operation beginning April 14, 1981. The DCANG members operated from fixed facilities at RAF Sculthorpe and RAF Wethersfield, north of London, and also at Skyrdstrup, Denmark.

During May 2 to 16, 1981, the 113th returned to Travis for annual training. This was the first visit to Savannah in eight years. The unit deployed with 396 members, but only nine F-105Ds. Even with only nine, the 113th flew 54 operational sorties in support of the third Quick Thrust Composite Force Training Exercise. The camp also marked the end of another era as this was the last annual training for the F-105D for the DCANG.

On June 13, 1981, the first F-4D arrived at Andrews from Kunsan Air Base, Republic of Korea. It joined two Phantoms on loan from the North Dakota Air Guard. These three were used to train maintenance personnel in anticipation of the other 19 Phantoms scheduled to arrive throughout the coming year. The first F-4D sortie for the 113th was flown in July 1981 at Andrews. All Phantoms were in their new home by December 1982, and all came from Kunsan. The DCANG also received an F-4D flight simulator.



(Above left) The sight caused many MiG-drivers to shudder! Excellent frontal shot of a DCANG F-4D. Above right) Fabulous air-to-air shot of the 121st's F-4D Phantoms. The F-4D was trimmed in two color schemes: tufone gray, and a dark green and medium tan. (DCANG Photos)



(Above) Two nicely posed picture of a 121st F-4D. The "four stars" tail trim is clearly evident. (DCANG Photos)

The McDonnell F-4 Phantom II was a highly successful jet fighter from its earliest beginnings that went on to set numerous aviation records, and play a decisive role in many aerial conflicts in several nations' wars. It was the first jet fighter that did not require ground-controlled interception of targets, and the first used extensively by both the USAF and U.S. Navy as a first-line fighter. The F-4D was an improved Phantom that first flew in 1965 as an all-weather fighter-bomber. It was powered by two General Electric J79 jet engines developing 17,000 lbs. of thrust each with afterburner. The wingspan was 38 ft., 5 in.; length 58 ft., 3 3/4 in.; and height 16 ft., 3 in. The empty weight was 28,958 lbs. The maximum speed at sea level was 826 m.p.h., or 1,432 m.p.h. at 42,000 ft. The armament was four missiles, plus up to 16,000 lbs. of additional missiles, bombs or rockets. Although now retired from military service in the United States, the F-4 continues soldiering on with the air forces of other nations.

By August 1981, the 121st sent eight pilots to McConnell for Initial Qualification Training in the F-4D given by the 184th F-4 Training Squadron. Eventually all 121st pilots went through.

After the 113th received its Phantoms, Staff Sgt. Walter Brinkley, Jr. used his graphic design skills to develop an F-4D patch on his own that was unique to the DCANG. The patch, with a centrally located outline of a Phantom over red and blue circles and black and white trim, featured the phrases Phantom Fighter and F-4D, along with images of the Capitol, the Lincoln Memorial and the Washington Monument in its lower right corner to signify the DCANG's identity.

In September 1981, the 121st Weather Flight was chosen as the Outstanding Weather unit in competition with weather units across the nation and won the Military Airlift Command's Collins Award. The unit was honored at the National Guard Association Conference in Biloxi, Miss., held

October 5 to 7. The commander of the flight, Lt. Col. Kantor, accepted the award.

At the end of fiscal year 1981, Detachment 1 had 21 officers and 113 enlisted, of whom eight were full-time active duty officers assigned to the 89th Military Airlift Squadron, but attached to the Detachment for flying. The unit operated two T-43As, four T-39As, and six T-33As. These twelve flew 6,167 hours, transported 55,350 passengers, and flew 137 tactical air intercept missions in support of 112th Tactical Air Command Control. Two of the T-43As were modified with PRIMUS 90 weather radar for better aircrew performance. In September, two T-43As returned to Mather AFB, CA and were replaced by four T-39As from Military Airlift Command.

Brig. Gen. Calvin G. Franklin was sworn in as the commanding general of the D.C. National Guard on December 8, 1981, and promoted to Maj. Gen.. He replaced Maj. Gen. Bryant who retired after 38 years. The new adjutant general named was Ernest R. Morgan of the District of Columbia. He succeeded Brig. Gen. Bridges.

In December 1981, Brig. Gen. Kennedy announced he would retire early next year. At the same time, Col. Russell C. Davis joined the 113th as the Air Operations Commander-designate. He doubled in the air technician job with Kennedy until Kennedy retired from his civilian position in February.

Colonel Davis Takes the Helm - 1982

Over January 16 to 30, 1982, seven F-4Ds and 75 personnel from the 113th deployed to Key West Naval Air Station, FL to upgrade the aircrews in their air-to-air capability.

From February 2 to 5, 1982, the 113th Civil Engineering Flight deployed two officers and 26 airmen to Eglin AFB, FL for Rapid Runway Repair (RRR). The unit also received training in chemical defense, harvest eagle equipment, harvest bare equipment, minimum operations strip, and explosive ordnance reconnaissance. The team spent time both in classroom instruction and on-the-job training in specific areas of RRR. One day was spent filling a crater, approximately 15 ft. deep and 35 ft. in diameter, and assembling three AM-2 patches that were 40 ft. square. The team received an outstanding rating in all facets of the exercise.

Col. Russell C. Davis was appointed Commander of the 113th on February 14, 1982, the first ever black wing commander in the Air National Guard.

Col. Davis is a native of Tuskegee, AL, where he attended school two and a half years at Tuskegee Institute. He left Tuskegee in 1958 to enter the Air Force as an aviation cadet. He completed Undergraduate Pilot Training at Graham AFB, FL and Vance AFB, OK, and was commissioned a 2nd Lt. March 18, 1960, after which he flew B-47 bombers at Lincoln AFB, NE for Strategic Air Command for five years. He earned a Bachelor of General Education Degree from the University of Nebraska in 1963.

After his release from active duty in April 1965, Col. Davis joined the Iowa Air Guard, where he piloted F-84s, F-89s, F-100s and A-7s. He attended graduate and law schools at Drake University, receiving his law degree (JD) in 1969. He practiced law in the corporate environment for nine years and specialized in securities, corporate and tax law. He completed Squadron Officers School, 1964; Air Command and Staff College, 1973, and the Defense Management Course. He returned to active duty in 1978 as the Air Guard's representative at the Industrial College of the Armed Forces, from

which he graduated in June 1979. Davis continued on active duty, first as the Deputy Chief, Manpower and Personnel Division, Air National Guard Support Center at Andrews, and then as the Executive to the Chief of the National Guard Bureau at the Pentagon, from February 1980 to January 1982. He was released from active duty to assume his command of the 113th Wing. One month later, he became the Air Commander, his civil service position.

Col. Davis was a Command Pilot with more than 3,900 hours. He was qualified in the F-4D with which the 113th was equipped. Among his many decorations and awards are the Legion of Merit, the Air Force Commendation Medal with One Oak Leaf Cluster, and the Army Commendation Medal.

The 113th participated in an MEI from February 26 to March 2, 1982.

In March 1982, Col. Davis said the annual training for 1982 would take place at several sites at different times. He said the 113th may have seen the last of the major two-week deployments of a large number of people to a given site. Brig. Gen. Kennedy, the former commander of the 113th, retired in March.

The 22nd and last F-4D arrived at Andrews on March 23, 1982, and the unit was in a C-3 mission ready status in the Phantom by March 31.

During 1982, the 231st participated in the Joint Chiefs of Staff exercise Ocean Venture at Shaw AFB, SC in April and May.

Detachment 1 received a new commander in June 1982. Col. Bernard F. Mattingly, who served as commander since January 1972, reached the mandatory retirement mark of 30 years commissioned service along with a record-breaking logbook of 15,300 hours, more than any other pilot in the history of the DCANG. Stepping into the commander's job was Lt. Col. Kenneth J. Sobzack, who was the Assistant Deputy Commander for Operations. The new commander had flown with the unit since June 1972, serving as a pilot, instructor pilot, and Operations Officer.

Lt. Col. Kenneth J. Sobzack graduated from West Virginia University with a Bachelor of Science degree in Business Administration. Following ROTC commissioning in September 1965, he attended Undergraduate Pilot Training at Moody Air Force Base, GA., and graduated December 9, 1966. He was assigned to the Air Training Command's 3389th Pilot Training Squadron, training allied nations' pilots until completion of his active duty obligations. Upon return to his home in Pittsburgh, he was appointed to the 147th Aeromedical Airlift Squadron of the Pennsylvania Air Guard. He transferred to the 167th Aeromedical Airlift Squadron, West Virginia Air Guard, as a flying training instructor in December 1971, until his selection for appointment with the DCANG in June 1972. Sobzack was an Executive Director of the Central Maryland Medical Group. With the DCANG, his positions included Chief of Training, Chief of Stan/Eval, Chief of Safety, Chief of Scheduling, and Operations Staff Officer.

Lt. Col. Sobzack was appointed commander of Detachment 1 in June 1982, until his reassignment as Director of Operations, Headquarters, DCANG, in June 1989. He was promoted to Col. on January 16, 1984. His professional military education included Squadron Officers School, Air Command and Staff College, and the Industrial College of the Armed Forces. He completed his Master of Science degree in Management and Supervision with Central Michigan University in 1976. His military decorations include the Meritorious Service Medal with One Device, the Air Force Commendation Medal, and the Air Force Achievement Medal. Sobzack's military service included 11,700 hours in 12 different trainer and transport aircraft.

In June 1982, the 121st flew to Brookley AFB, AL to fly a grueling schedule as part of a huge Army-Air Force maneuver, exercise Clear Lake.

In June 27, 1982, the approach roadway to the flightline where the 121st's aircraft are parked, between the CAMS hangar and the Avionics buildings, was renamed in honor of Capt. Orrin "Butch" Watson as "Watson Drive". He was killed in an automobile accident April 6, 1981, while attending F-4 transitional training at McConnell. Watson was a 121st pilot who had an incredible aviation career. At age 14, he won a Civil Air Patrol (CAP) scholarship which the CAP decided he was too young to accept. He successfully appealed, and was allowed to attend. At the minimum age of 16, he was awarded his FAA certificate as a private pilot. At 17, Watson applied for admission to the Air Force Academy and was accepted in June 1967. After graduation, he attended pilot training and flew B-52s, qualifying as an aircraft commander at 25. He left the Air Force in May 1978 to join American Airlines, where he qualified as an aircrew member in the Boeing 707 and 727, and the DC-10. Butch Watson wanted to qualify in fighter aircraft, and joined the DCANG in September 1979.

From July 31 to August 14, 1982, 15 members of the 113th Tactical Hospital worked as the guests of their medical colleagues at Seymour Johnson. This annual deployment stressed daily on-the-job training in medical services, clerical, laboratory, dental and nursing activities, and included setting up and taking down the Air Transportable Clinic for an inspection by the commanding general, Maj. Gen. Franklin.

In September 1982, the D.C. Army and Air Guard received the coveted "Eagle", the highest award from the Guard Bureau. This was the first time in the history of the "Eagle" it was presented to an entire Guard unit. It was usually reserved for individuals who performed the highest service. The citation commended the D.C. Army and Air Guard for its many civic-oriented programs, including the Youth Leaders Program that in 15 years had enabled 2,000 youths to better understand the workings of government.

In December 1982, the long-time Chief of Standardization and Evaluation, Maj. Richard R. Venturi, assumed command of the 121st Tactical Fighter Squadron. Venturi was a command pilot with 3,600 hours. He succeeded Lt. Col. Kuehnel as Squadron Commander, who became the Chief of the Command Post. At the same time, Maj. Wherley returned to the 121st after a four-year tour in the Safety Office of the National Guard Bureau, and became the Squadron Training Officer.

On December 6, 1982, the 113th's Aircraft Engine Test Noise Suppressor, better known as the "Hush House," was dedicated. It was the eighth such facility Air Force-wide, and was designed to reduce engine run-up noise. The facility is located southwest of the main hangar, and it took eight weeks to build and test. The price was \$2.5M.

Maj. Gen. Franklin announced on December 18, 1982 that Col. Davis had been promoted to Brig. Gen., effective December 16. He was the first black officer to reach general officer in the Air Guard.

In 1982, selected units of the DCANG participated in the nationwide mobility exercise, Proud Saber. This measured the Air Force's capability to pull units together in a national or global emergency. Participating in the exercise was the 231st Combat Communications Squadron, the 113th Communications Flight, the 113th Civil Engineers, and the 113th Wing Headquarters.

Farewell Capital Guardian; Welcome Potomac Air Militia - 1983

From January 9 to 23, 1983, the 113th Civil Engineering Flight deployed to Torrejon, Spain. Jobs included the construction of sidewalks, the repair of heating systems in various buildings, and an addition to the aircraft parking ramps.

From January 16 to February 13, 1983, 60 members of the 113th TFW participated in week-long missions in both low-level navigation and air-to-ground, as well as dissimilar air combat tactics, against F-5 Aggressors and F-16s at MacDill AFB, FL. The purpose of the deployment was to enhance the proficiency of aircrews from the 113th during the bad weather in the Washington, D.C. area. Six F-4Ds were flown to MacDill, and aircrews were assigned for one-week periods. Support personnel rotated after two weeks. The intent was to fly approximately eight sorties per day.

In March 1983, the name of the 113th's newspaper, the Capital Guardian, was surrendered to a Joint Army-Air Guard publication unveiled during the summer. The new publication was staffed by personnel from the 113th Public Affairs Office from DCANG Headquarters and the Army Guard's 715th Public Affairs Detachment. The publication had a magazine format, and leaned heavily on photographic layouts. After a quarter century of service, the Capital Guardian, created in 1956, would be retitled. By August, a contest was held by the 113th Public Affairs Office to accept suggestions for a new name.

The 113th Civil Engineering Flight deployed to Savannah, GA over March 6 to 16, 1983. Jobs included connecting adjoining barracks by constructing an interconnecting bathroom wing.

On June 3, 1983, the Wing deployed 12 F-4Ds and 295 personnel to RAF Finningley in Doncaster, England. This was in response to the Checkered Flag program, but it coincided with the NATO exercise, Central Enterprise, in which the 113th's F-4Ds hit targets in Germany, Belgium and the Netherlands over four days, and also Coronet Shield. Its purpose included low-level navigation in the buffer zone, landing at a NATO base, and flying a sortie over a range on the return to base. The deployment consisted of a seven and a half hour nonstop, air-to-air refueled flight for the Phantoms. This marked the first crossing for Air Guard F-4Ds where all primary aircraft made the crossing successfully. Support personnel traveled on Military Airlift Command C-141s. While at Finningley, aircrews from the 121st flew over 170 sorties in eight days. Some were into the buffer zone between NATO and the Eastern Bloc countries, and others were from alternate bases. The exercise lasted until June 18. The 113th was in England to become familiar with the flying conditions it might encounter should there be a call to Europe. Training included low-level, air-to-ground gunnery, and over-the-water refueling. When the 113th deployed to the United Kingdom, it was the Wing's first major overseas deployment in 20 years. At its completion, NATO officials complimented the 113th for staging one of the finest Air Guard deployments.

Training for the 121st Weather Flight in June 1983 was highlighted by a deployment to support the 116th Infantry Brigade during its annual two-week encampment held at Ft. A.P. Hill, VA. The Weather Flight accompanied the 116th during all tactical maneuvers, including a night displacement of the Tactical Operations Center. This training was critical as it was the only time the flight and the brigade trained together. During the training, the flight, comprised of three officers and

nine enlisted, provided 24 and 48-hour forecasts, hourly updates, data to gauge environmental stress to personnel, and flight planning information for the brigade's aviation section. The flight worked with various elements of the brigade, including the intelligence and operations section, the artillery meteorological unit, the chemical unit, and an aviation support company. The Weather Flight provided training to brigade intelligence personnel in the forward area limited observing program, and in turn, participated in a full spectrum of Army training activities that included disaster preparedness, site security, and field communications.

In August 1983, two members of the 121st Weather Flight participated in LOGEX-83 at Ft. Pickett, VA. The personnel were assigned to the 116th Infantry Brigade as staff weather officers and provided operational weather support. The purpose was to assist the active and Guard/Reserve units in training to support and conduct operations on the air-land battlefield.

At the end of fiscal year 1983, Detachment 1 operated two T-43A transports, four T-39A Sabreliners, and six T-33A trainers. It flew 7,158 hours, of which 3,869 were dedicated to Military Airlift Command assigned missions, and 232 hours were flown in the T-33As in support of the Pennsylvania Air Guard, to provide radar controllers with intercept training. A total of 1,493 hours were flown in support of Guard Bureau missions. More than 5,000 hours were accomplished in the T-43A and T-39A. This was the highest production level per aircraft of any Air Force or Air Guard unit of similar size. Detachment 1 received an Outstanding Flying unit Award from the NGAUS, recognizing the unit's extraordinary flying production.

Also by the end of the fiscal year, the 121st Weather Flight was named the Outstanding Weather Flight by the NGAUS, and the 113th Tactical Hospital was recognized by the Air Force Surgeon General as having the best physician manning in the Air Guard.

In 1983, the 231st Combat Communications Squadron (Tactical Air Base) was upgraded further when the squadron began radar approach control operations. The 231st operated the first year-round approach control in the Air Guard. On October 1, the 231st went on the air with an operational MPN-14 radar. Radar operations at Martinsburg, WVA began October 4, operating two days a week and the first weekend of the month.

In October 1983, the Wing converted its F-4Ds and trained its personnel to operate the system of air-to-ground laser target designation and bomb guidance called Pave Spike. By 1984, the 113th became the first flying unit in the Air Guard to qualify with the Pave Spike Precision Attack Laser Designator. The 113th soon became the premier Pave Spike unit in the Air Force. The 113th established itself as a tactical innovator with this sophisticated system, and other units looked to it for leadership. By virtue of its leading role, the 113th hosted an International Pave Spike Symposium from April 15 to 17, 1985. Later in June and September, the 113th trained Air Guard Fighter Weapons School Pave Spike instructors. The 113th acted as a consultant to other Guard units involved in Pave Spike.

The 113th participated in an Operational Readiness Inspection over October 14 to 16, and 29 to 30, 1983 when it simulated the Wing had deployed to its Checkered Flag wartime base. The Wing passed its first ORI since transitioning into the F-4D. The results were formally presented to the Wing on November 1 when Ninth Air Force congratulated the Wing on its performance, sighting its substantial improvement over its previous ORI in 1979.

The title selected for the newsletter of the 113th was the Potomac Air Militia, which published

Volume 1, Number 1 in October 1983. The name was a committee effort. The review panel threw out every name offered, and then took various elements of the submitted names to make new combinations. The wing commander, Brig. Gen. Davis, then made the choice. From November 5 to 19, 1983, the 113th Civil Engineering Flight deployed to Howard AFB, Panama. Jobs included the clearing of jungle to allow construction of a K-9 facility, the removal of metal chimneys from ten 3-story buildings, the excavating, forming and pouring of four concrete run-up pads for aircraft, and the replacement of the central air conditioning system in the NCO Club.

The 113th TFW deployed six F-4Ds and 90 people to Eglin AFB, FL from November 27 to December 10, 1983. The purpose was to fire AIM-7 and AIM-9 missiles under the Tactical Air Command Combat Echo program that implemented the USAF Weapons Systems Evaluation Program. The mission was to demonstrate the capability of the 113th to employ AIM-7 and AIM-9 missiles using profiles that maximized combat realism and provided aircrews with the greatest possible training benefit.

During 1983, Detachment 1's two T-43As, four T-39As and six T-33As flew 7,000 hours. The full-time strength by November increased to 129. It was also announced four Boeing 727 jetliners were in the works for delivery. Capt. Steve White received the Air Force Commendation Medal for handling a T-33A inflight emergency.

Detachment 1's New Home - 1984

During January through March 1984, the 121st launched an aggressive training and qualification program with Pave Spike. This was accomplished ahead of schedule, with fewer sorties than planned. Following this, the 121st deployed March 16 to 30 with six F-4Ds and 98 personnel to the Green Flag 84-2 exercises at the Red Flag complex at Nellis. Green Flag is an electronic warfare oriented exercise, similar to the munitions-oriented Red Flag. It emphasizes communications jamming and electronic countermeasures in a European combat scenario. Green Flag is training to increase combat effectiveness and survivability. It incorporated extensive electronic warfare, requiring the unit to modify its aircraft with "Have Quick" UHF radios, and train its aircrews in minimal time. The exercise involved fighting while jamming the enemy's radar, having the Wing's radios jammed, and similar events. This was a highly successful exercise, and an opportunity to drop laser-guided bombs. DCANG pilots flew 61 sorties.

On March 4 through 16, 1984, 16 members of the 231st left for exercise Team Spirit in Korea. From April 14 to 15, the 231st participated in exercise Sentry Showers. During 1984, the 231st Combat Communications Squadron (Tactical Air Base) achieved another first when it provided air space surveillance for the presidential facilities at Camp David, MD.

During the Ninth Air Force Stan/Eval visit in April 1984, the aircrews of the 121st and the unit program received an overall excellent rating.

Detachment 1 completed the major portion of its move to its new facilities on the west side in May 1984. The new temporary Operations facilities were ready since winter, but the ramp for Detachment 1's aircraft was tied up by fuel trucks. Operations, T-39A, T-43A and T-33A maintenance flights and flight kitchen food and beverage facilities were located in Hangars 8 and 9, co-located with the Military Airlift Command Passenger Terminal. The temporary Operations building (Building 1233)

was larger than facilities available previously. This accommodated Detachment 1's anticipated expansion satisfactorily until permanent facilities were completed in four more years. Col. Sobzack cited the larger ramp as a significant space factor when the number of large passenger aircraft, then T-43As, doubled to four, and its T-39As increased to six. The last parts of the unit to move were the maintenance, transportation, and field maintenance personnel. They occupied Building 3121 at the old site, pending refurbishment of Hangars 8 and 9. The unit increased to 137 full-time and seven "traditional" Guardsmen by May, and finally acquired a night shift.

From June 8 to 10, 1984, the 113th Civil Engineering Flight deployed to the USAF transmitter station located in Davidsonville, MD for its annual bivouac. The unit received training in chemical warfare, expedient methods, first aid, convoy, work party and personnel security, explosive ordnance reconnaissance, and vehicle operations.

After a five year absence, the DCANG's F-4Ds and 500 men and women returned to Alpena for annual training from July 21 to August 4, 1984. The theme was intensive training with a strong emphasis on safety, and the Wing operated from an ORI scenario. Twelve Phantoms left Andrews. The 113th flew 182 of the 244 scheduled sorties, despite losing two days to bad weather. The unit had the rare opportunity to drop live ordnance. The Weapons and Munitions Branch loaded 385 practice bombs. The unit completed 72 live, high-explosive, 500-lb. bomb drops at the Grayling Range, although that was threatened by weather. Chemical warfare defense training was conducted for aircrews.

In August 1984, the new Weapons Building 3004 was added to the CAM Squadron. This 12,700 square foot location was dedicated strictly to weapons functions. Another building was opened in September for the Fuel Shop.

The 121st Weather Flight participated in Sentry Storm II over September 5 to 10, 1984. The flight provided observers in the drop zones. Exercise Sentry Storm II tested the combat readiness of the Air National Guard and active duty units. This large, combined exercise featured a realistic scenario. Approximately 1,000 Guardsmen from New York, Pennsylvania, Massachusetts, Ohio, Missouri, Maine, California and Washington, D.C. joined forces in a 32-hour operation, the first of this magnitude. Members of the 231st Combat Communications Squadron also participated, providing tactical expertise, designing a communications net, and providing radar control (RAPCON) support and air traffic control services within a 25-mile radius ensuring safe movement of aircraft.

From September 16 to October 9, 1984, the 231st deployed four members to RAF Abingdon in the United Kingdom in support of Volant Partner.

Fiscal year 1984 levels for Detachment 1 approached 7,000 hours, with 3,180 dedicated to Military Airlift Command. Passenger aircraft flew 1,770 hours in support of the Guard Bureau, and 1,500 hours were flown as T-33A training sorties in support of the Guard Bureau; Headquarters, DCANG, and the 113th Wing-attached pilots. Detachment 1 received its fourth consecutive Tactical Air Command Flying Safety Award, in recognition of 46,000 hours of flying. The unit operated two T-43As, six T-39As and six T-33As.

During fiscal year 1984, the CAM Squadron supported 2,770 sorties for 3,571 flying hours.

From October 27 to 28, 1984, the 231st deployed four members and a TRC-97 in support of the Army exercise Celtic Defender at Ft. Indiantown Gap, PA.

In November 1984, the 113th Resources Management Squadron submitted its organizational

emblem. This was a disc divided horizontally, blue above and white below. On the blue was a representation of the dome of the Capitol Building detailed in blue, and on the white, three red stars above, two red horizontal bars superimposed by two yellow keys crossed diagonally with bows to base, all within a narrow yellow border. Attached above the disc was a blue scroll bordered in yellow, and attached below the disc was a blue scroll bordered in yellow inscribed, "First in Service," in yellow letters. The crossed keys symbolized the operations of materiel, financial and transportation management, which were the core of the Resources Management Squadron.

The 113th TFW participated in the Fleet Air Defense exercise Seabat 1-85 from December 4 to 8, 1984 with seven F-4Ds, 16 pilots, and 21 support personnel, which proved successful. The 113th deployed from Naval Air Station Oceana, Va. The first two days of the exercise were air-to-air, and the second two included attacking a warship with simulated laser-guided bombs along with air-to-air training. CAMS learned "hot pit" refueling where aircraft are taxied to a fuel area and refueled while the engines are running, and then taxied for parking. This returned aircraft to combat in minimal time. The F-4Ds flew 36 sorties for 52 hours.

During 1984, Detachment 1 achieved 7,000 hours of flying again with its six T-39As, two T-43As and six T-33As.

Detachment 1 Expands its Horizons - 1985

During 1985, 1st Lt. Roxie Slemp became Detachment 1's first female pilot. She was a traditional Guardsman who flew DC-9s fulltime with USAIR.

Beginning in 1985, the 121st participated in Project Season Program with the addition of two Air Force lieutenants. This program, begun several years ago to take advantage of the high level of experience and rich training environment in the Air Guard, places selected Air Force pilots in Guard units for their first assignment.

Members of Task Force Blue supported the Presidential Inauguration on January 20, 1985.

The 113th underwent a Management Effectiveness Inspection from February 21 to 26, 1985. The overall rating was satisfactory, and showed many areas of improvement over the 1982 inspection.

From March 9 to 23, 1985, the 113th Civil Engineering Flight deployed to England AFB, LA. Projects included installing emergency egress lights in the dining facility, repairing roads, constructing a brick marquee at the base hospital, and replacing exterior doors at the Consolidated Aircraft Maintenance facility. From April 19 to 21, the 113th Civil Engineering Flight deployed to the USAF transmitter station in Davidsonville, MD for annual bivouac.

On March 16, 1985, the command of the 231st changed again when Lt. Col. Raymond transferred to State Headquarters and Maj. Sherman P. McKenney assumed command. The 231st participated in exercise Solid Shield-85 at Camp Geiger, NC in April and May 1985.

The annual training for 1985 was May 12 to 25 at Travis. This was the first deployment to Travis in the F-4D, four years after the last tour. The encampment was supported by over 800 personnel. During the first week, the 113th participated, along with active and reserve units, in the major exercise Solid Shield, a Joint Chiefs of Staff exercise. Various scenarios were enacted along the Atlantic as a land, sea and air battle progressed. Solid Shield emphasized command, control and communications, and the new joint message format, JINTACCS (Joint Interoperability Tactical

Command Control System). During the second week, the unit participated in the Ninth Air Force exercise Quick Thrust. This tested the capabilities of the 113th, as well as other units, under field conditions, and emphasized flying training. It allowed the 113th to work with Ninth Air Force as the Quick Thrust exercise headquarters were at Travis. The 113th's F-4Ds were involved in bombing missions, with F-16s from Ninth Air Force providing combat air patrol, under the direction of an AWACS to intercept intruders.

The purpose of Quick Thrust was to place different aircraft together in a realistic combat environment. That meant fighters, attack aircraft, transports, refuelers, forward air controllers, and command and control aircraft from the Air Force, Navy and Marines. Once aircraft arrived at the assembly area, they formed over the water into a strike package, and headed inland to simulate hitting pre-planned targets. They encountered such realistic threats as defensive interceptors, communications jamming, and simulated missiles. Putting these together and making them run smoothly was the job of the Exercise Control Team (ECT) from Ninth Air Force Headquarters at Shaw. The ECT, through the 129th Tactical Control Squadron, Georgia Air Guard, was in constant communication with participants to make changes.

In June 1985, the 231st prepared for the Operational Readiness Inspection at Martinsburg, WVA.

In 1985, the National Guard Bureau directed an internal reorganization of the 113th to the "Quad-Deputy" System, which provided for four Deputy Commanders; Operations, Maintenance, Resources, and a fourth one added, Support, occurred, resulting in the redesignation of the Combat Support Squadron as the Mission Support Squadron, and the 113th Civil Engineering Flight as the 113th Civil Engineering Squadron.

Lt. Col. Gary H. Burton was named the Senior Air Advisor for the 113th on July 1, 1985. He replaced Lt. Col. Jack Greene who retired December 1. The 113th Civil Engineering Flight was redesignated the 113th Civil Engineering Squadron on July 1, with no change in station, strength or gaining command (Tactical Air Command). The 113th Communications Flight (Support) was redesignated the 113th Information Systems Flight, with no change in station, strength, or gaining command (Air Force Communications Command).

The 121st made its first Maverick air-to-ground missile sortie on July 2, 1985.

Brig. Gen. Kampschror took his ritual last flight on July 11, 1985 to end his distinguished career. His retirement was official on July 12. He was succeeded as Deputy Commanding General (Air) by Col. Edward J. Philbin, who was sworn in on July 9.

Brig. Gen. Kampschror's career began with his enlistment in the Montana National Guard as an infantryman in 1948. He received his wings and the gold bars of a 2nd Lt. after completing Aviation Cadet Training in the Air Force in 1955. He was released from active duty in 1958, and joined the Illinois Air Guard while completing his Bachelor of Science degree. Immediately upon earning his degree, he began on a law degree. That, however, was interrupted by another year of active duty for the Berlin Crisis. Nevertheless, Kampschror completed his law degree by 1964, and moved to Washington, DC.

Brig. Gen. Kampschror came to the DCANG in 1964 as a major, and flew the F-100C with the 121st. From 1966 to 1970, he was fulltime, excluding a year and a half on active duty for the Pueblo Crisis. His positions included Director of Operations and Vice Commander. He previously

served as the 113th Tactical Fighter Group commander. Kampschorr's decorations and awards include the Distinguished Flying Cross, the Air Medal with Eight Oak Leaf Clusters, the Combat Readiness Medal, the National Defense Service Medal with One Bronze Star, and the Vietnam Service Medal with One Bronze Star.

Maj. Gen. Philbin received his Air Force commission through the ROTC program at San Diego State College in 1957 where he earned a B.S. degree in Mechanical Engineering. In 1965, he received his J.D., Summa Cum Laude, from the University of San Diego School of Law. He is admitted to practice before the United States Supreme Court, the California Supreme Court, and the Court of Military Appeals. His military schools include the Air Command and Staff College and the Air War College, Class of 1978, where he was designated a Distinguished Graduate and awarded the National Geographic Society's General Orvil A. Anderson Award for excellence in political-military thought.

Maj. Gen. Philbin began his military career in 1949 when he enlisted in the Naval Air Reserve. He transferred to the Air Force Reserve when selected for the Advanced AFROTC program. In 1959, he served as a navigator-bombardier with the 8th Bomb Squadron at Johnson AFB, Japan, and as a training officer with the 78th Fighter Wing, Headquarters, Hamilton AFB, CA.

After release from active duty, Maj. Gen. Philbin was assigned to Headquarters, Continental Air Command, and then served with the 934th Air Reserve Center in San Diego, Calif. In 1960, he was assigned to the 62nd Troop Carrier Wing, McChord AFB, WA, and then the 1501st Air Transport Wing at Travis AFB, CA as a navigator.

In 1964, Maj. Gen. Philbin was assigned to the Assistant Chief of Staff, Intelligence, Headquarters, USAF, as an Intelligence Staff Officer. In 1972, he was assigned to the 7602nd Air Intelligence Group, Detachment 10, March AFB, CA. In 1976, he was named Commander of Detachment 38, Tactical Fighter Weapons Center, Nellis, AFB, NV.

Returning to the Air Force Intelligence Service in 1979, Maj. Gen. Philbin became the Commander of Detachment 10, March AFB, and Mobilization Augmentee to the Assistant Chief of Staff/Intelligence, Headquarters, Strategic Air Command, Offutt AFB, NE as an Intelligence Director. In 1981, after nomination by President Reagan and Senate confirmation, he became the Deputy Assistant Secretary of Defense for Reserve Affairs, at that time the highest ranking appointee within the Department of Defense with specific staff responsibilities for the management of the nation's seven Guard and Reserve components. He was then transferred to the Standby Reserve maintaining his training with the Air Force Intelligence Service. He returned to the Ready Reserve in 1984 as a Mobilization Augmentee assigned to Headquarters, Pacific Air Force, Hickam AFB, Hawaii as an Intelligence Officer. While assigned to the Air Force Intelligence Service, he served numerous special active duty tours in the Pentagon as a staff officer, including Director of Research for the DoD Reserve Forces Policy Board where in 1980, he co-authored *The Reserve Forces in the 1990s*. He is the author of over three dozen articles and studies on engineering, physics, law and military affairs.

On July 9, 1985, Maj. Gen. Philbin was appointed Deputy Commanding General (Air), District of Columbia National Guard. He was promoted to Brigadier General on June 26, 1986. In 1988, he was named Commander, New Jersey Air National Guard, and promoted to Major General on June 16, 1988. He retired from that position on August 7, 1992, at which time the New Jersey Air National Guard readiness indicators had reached a historic high point. Philbin was appointed Executive

Director of the National Guard Association of the United States on June 1, 1995.

Maj. Gen. Philbin received numerous academic, civic, professional, State and Federal military awards, including the Air Force Distinguished Service Medal, the Legion of Merit, the Meritorious Service Medal with two Oak Leaf Clusters, and the Distinguished Service Medals of the District of Columbia, New Jersey and Oklahoma.

For a short period during 1985 and 1986, the 231st Combat Communications Squadron (Tactical Air Base) was called the 231st Combat Information Systems Squadron. On October 1, 1986, the title returned to the 231st Combat Communications Squadron. Throughout its proud history, the squadron's mission has remained, "Providing the Reins of Command."

From August 3 to 17, 1985, the 113th Civil Engineering Squadron deployed one officer and 20 airmen to Sea Girt, NJ to insulate floors in four buildings, install skirting around the four buildings, backfill around two additions, remove existing asbestos shingles and replace with asphalt shingles, and excavate, form and pour concrete for a 66' by 66' helopad.

The 113th TFW participated in exercise Northern Viking from September 3 to 15, 1985. This was a Joint Chiefs of Staff directed command post exercise. Approximately 300 participants represented most of the service components in the event of a crisis or war. Other Air National Guard participants included the 149th TFG and the 159th TFG. Among the objectives were to evaluate the air defense procedures for Iceland and the current base defense plans for U.S. Naval Air Station Keflavik. The exercise also broadened the Checkered Flag training program for the 113th.

Between September 1985 and April 1987, Detachment 1 converted from the T-43A to the



The militarized version of the popular 727 jet airliner is the C-22B. (Photo, Rick Mitchell)

C-22B, which represented an increase in passenger capacity of 280%. Detachment 1's T-43As were transferred to Buckley Air National Guard Base, where they flew support missions with the Colorado Air Guard while Detachment 1 awaited the overdue Boeing 727/C-22Bs. Refurbishment of the airliners at Wichita seemed to last forever, and the unit's maintenance quality control personnel and newly hired 727 "experts", Capts. Bruce McGray and Barry Fuller, spent much time training.



One of the 201st's C-22Bs begins its takeoff climb from Andrews AFB, MD. (DCANG Photo)

Aircrews trained with Western Airlines at Los Angeles. It was also announced Detachment 1's passengers would now enjoy commercial airline food.

The DCANG operates four C-22Bs, which were Boeing 727-100 jetliners with Pan American and National Airlines. The unarmed C-22Bs have long-range tanks. They support the Guard Bureau as staff transports and provide 24 VIP seats in first class, and 66 standard seats in the rear. The wingspan is 108 ft.; length 133 ft., 2 in.; and height 34 ft. Each C-22B is powered by three Pratt and Whitney JT8D-1 turbofans, developing 14,000 lbs. of thrust. The empty weight is 81,920 lbs., and the maximum speed is 630 m.p.h. at 22,300 ft. The C-22B has a maximum cruising altitude of 42,000 ft., and can achieve a cruise mach of .82. The normal crew is six, with three on the flight deck and three in the cabin. The useful load is 72,769 lbs., and the aircraft has a range of 2,400 nautical miles, estimated, with a full fuel load and 50 passengers. The endurance is five and a half hours. With the C-22B's arrival, the flight mechanics became flight engineers, and were now in what the airlines referred to as the "second officer" position.

By the end of fiscal year 1985, the Consolidated Aircraft Maintenance Squadron supported 2,406 flying hours and 1,863 sorties. The ratio of maintenance hours to flying was reduced from 42 to 40. Detachment 1 completed its missions with two T-43As, six T-39As and six T-33A trainers.

They flew 6,700 hours and carried 33,200 passengers.

In November 1985, the 113th underwent a Stan Eval inspection and received an excellent rating.

In December 1985, Lt. Col. David F. Wherley was named the 121st Tactical Fighter Squadron Commander.

Additions and Deletions - 1986

The year 1986 saw the 121st increase to 24 F-4D Phantoms.

From January 26 to February 2, 1986, the PB4-A and PB4-B teams and one officer of the 113th Civil Engineering Squadron deployed to Field 4, Eglin AFB, FL with the PB-1 and PB-2 teams of the 135th Civil Engineering Squadron from Baltimore, MD for Rapid Runway Repair training. Immediately following that, from February 2 to 9, 1986, the PB-1, PB-2 and PB4-C teams deployed with elements of the 193rd Civil Engineering Squadron from Harrisburg, PA for RRR training.

The 113th TFW participated in the US Army National Training Center's exercise Air Warrior from February 23 to March 9, 1986, located at George AFB, CA. The missions included air-to-ground and close air support sorties. The 113th's aircrews also had the opportunity to drop 500-lb. bombs, laser-guided bombs, and fire Maverick missiles and 20mm shells on the Ft. Irwin and 29 Palms ranges. The 113th participated with 103 members and seven F-4Ds.

During the 113th's Coronet Kiowa deployment from April 19 to May 3, 1986, 12 F-4Ds flew to Naval Air Station Keflavik with air refueling and no stops enroute for both alert and dissimilar aircraft training. Checkered Flag training was accomplished for the 140 deployed maintenance personnel which included extensive training on the AIM-7 and AIM-9, flare and chaff build-up, and Avionics Mode 4 training. Two F-4Ds were on alert throughout the two-week period. This deployment produced 293 flying hours. During this deployment, six F-4Ds deployed from Keflavik, Iceland to Lossiemouth, Scotland, along with 20 aircraft maintenance personnel, to participate in the NATO exercise, Elder Forest. Training there included low-level training, aircraft attacks, and intercepts. The aircraft departed Iceland, refueled over the North Sea, and accomplished surface attack missions on the Royal Air Force (RAF) at Benbecular in northwestern Scotland. While at Lossiemouth, the 113th flew sorties against the RAF's F-4s.

The mission of the 121st Weather Flight changed in 1986 when on May 1 it was to support the 29th Light Infantry Division, Virginia and Maryland Army National Guards. Now the Weather Flight was more self-reliant, both technically and tactically. The key word for light infantry is "austere." Every flight member learned the skills of a soldier in the field, as well as weather forecasting. The survival training paid off, and the flight adapted with excellence. Personnel increased from 13 authorized to 21.

On July 1, 1986, Col. Bernard W. Hurlock was appointed the active Commander and Deputy Commanding General (Air) when Brig. Gen. Edward J. Philbin left to become the commander of the New Jersey Air National Guard.

In September 1986, the 113th underwent an ORI at Andrews and received a satisfactory rating.

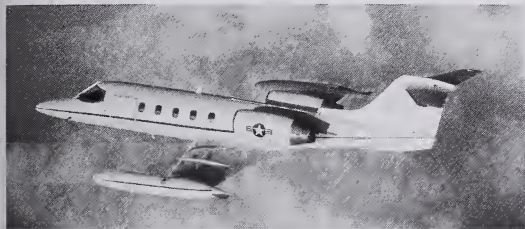
The 113th held an open house October 25, 1986 with equipment displays. During the morning,

the 113th dedicated a static F-105D on a pylon in front of Supply Building 3222, where it stands today. That afternoon, there was an F-4D flyover. Later, there was a demonstration by the DCANG Drill Team, and that evening, there was a dance in the hangar.

During 1986, Detachment 1's strength increased to 189 full-time personnel. Capt. Sandra M. Scott became Detachment 1's first full-time female pilot. She was a graduate of the first Air Force Pilot Training Class to include women, and brought administrative and personnel skills to the unit. Also during 1986, Detachment 1's T-33A, tail number 226, "Old Shiny", became the Guard's calendar aircraft for December.

A Time to Remember - 1987

Detachment 1 passed another milestone with its conversion to the C-21A. This began in January 1987 and was completed by September, only nine months later. In August, four Learjets arrived from the factory. This was the first time Detachment 1 received new aircraft.



One of the best looking medium transports in the Air Guard's fleet is the C-21A Learjet. (DCANG Photo)



From any angle, the Learjet is awesome! (DCANG Photo)

The military version of the Learjet 35A is the C-21A, a twin-jet transport used for passenger or light cargo transport duties that can carry a maximum of seven passengers or 800 lbs. of cargo. The unarmed C-21A has a wingspan of 39 ft., 6 in. (including tip tanks); a length of 48 ft., 8 in.; and a height of 12 ft., 3 in. The C-21A is powered by two Garrett TFE731-2-2B turbofans, developing 3,500 lbs. of thrust each. The maximum speed is 542 m.p.h. at 25,000 ft., and the empty weight is 9,838 lbs.

From January 20 to 25, 1987, the 113th participated in an air-to-ground WSEP at Tyndall, AFB, FL.

During February 1987, the DCANG made a few contributions to celebrate Black History Month. An all-minority crew, consisting of six blacks and one hispanic, flew from Andrews to Atlanta to Moody Air Force Base, GA. to Scott Air Force Base, Ill., back to Atlanta, and then home as a tribute to Black History Month. The crew thought this was the first any Air Guard unit made such a flight. The commander for the February 6 flight was Lt. Col. James E. Betts. Maj. Robert V. Hunt was the co-pilot. Other members included Master Sgt. Juan Rodriguez, Tech. Sgt. Van A. Samuel, Staff Sgt. Frederick J. Vincent, Staff Sgt. Claudia G. Ockletree and Staff Sgt. LeJuane F. Green. The tribute did not stop with that.

Also, an all-black crew, led by Bob Hunt and Capt. Chuck Allen, flew to Atlanta to pick up a special passenger in a T-39A. A black nationally known talk show hostess, Oprah Winfrey, came to Washington as a keynote speaker in the Secretary of Defense's Black History Month Program.

Ms. Winfrey spoke candidly to a Pentagon audience, after showing her excitement at being greeted by Maj. Gen. Franklin, the commanding general, when the plane landed.

In February 1987, the Wing formed a committee of current and former members to plan a proper memorial to Maj. Gen. Millikan, the long-time commander of the 113th.

During the first quarter of 1987, the ramp at Detachment 1 was completed, and air operations and maintenance were working "together" again. After three false starts, the new Squadron Operations Building began, along with the refurbishment of Hangar 8.

In April and May 1987, the 231st participated in exercise Solid Shield-87 at Camp Geiger, NC.

From April 13 to 17, 1987, four Phantoms from the DCANG participated in Fangsmoke '87 at the Gulfport, Miss. Air Guard training site. This was the F-4 "Shoot-Out" to determine which F-4 unit would represent the Guard at the Gunsmoke competition at Nellis. Eleven F-4 units from around the country were represented, each with four separate teams and supporting maintenance personnel. The competition was in two categories, low-level navigation and bombing patterns. Scored precision, low-level navigation routes were flown, together with level 10, 20 and 30 degree bombing events, from tactical pop-up and curvilinear patterns. Each crew was given four flights, with two in each category. The best three in each category determined the top performance. First place went to the 187th Tactical Fighter Group, Alabama Air Guard. The 113th's second place was the highest the unit ever achieved, and it missed first by less than the value of a single bomb. The 113th did not walk away empty. Maj. Vincent J. Shiban and his navigator, 1st Lt. Jon B. Williams, took first in the level-bombing. Within days of Fangsmoke, from April 20 to 25, nine crews from the 121st flew eight F-4Ds to Eglin, accompanied by a C-141 transport with maintenance and support personnel. This was the first time an F-4 unit in the Guard participated in the air-to-ground Weapons Systems Evaluation Program. In this program, sometimes called Combat Hammer, the Tactical Air Warfare Center tested the crews, aircraft and equipment, and their capability to go to war. The 121st tested its skills and combat capabilities in deploying Pave Spike weaponry by dropping laser-guided bombs on hardened targets. Pave Spike crews from the 113th were the first in the Air Guard to participate, and their performance was superior.

From April 24 to 26, 1987, the 113th Civil Engineering Squadron deployed to the USAF transmitter station in Davidsonville, MD for annual bivouac.

In May 1987, the 113th participated in Copper Flag at Tyndall Air Force Base, FL.

In 1987, the 121st Weather Flight participated in exercise Capitol Guardian in May.

In June 1987, Lt. Col. Harold Hobart assumed command of the 121st Tactical Fighter Squadron.

From June 27 to July 12, 1987, four officers and 60 airmen from the 113th Civil Engineering Squadron deployed to Hahn AB, Germany. Projects included forming and pouring a concrete retaining wall and a 25' by 75' concrete pad for a ground use training aircraft, installing ceilings with new light fixtures in two buildings, installing four-inch water supply lines to two underground storage tanks, and upgrading the electrical service to the elementary school on base.

The first issue of the Detachment 1 Gazette was published in July 1987.

In July 1987, the 121st Weather Flight participated in exercise Mountain State.

The 113th held its 1987 camp from August 8 to 22 at Phelps-Collins with 15 F-4Ds. Some

460 members completed their training. The theme was, "Training with Realism." The camp was highlighted by a two-day exercise with a realistic wartime scenario. Aircrew and weapons load personnel received realistic training by loading and dropping live 500-lb. bombs. A highlight was the opportunity to watch the F-4D deliver the live ordnance during a visit to the Grayling Weapons Range. The heavy flying schedule went exceptionally well, losing only one day to weather and several sorties for other reasons. Members of the 113th CAMS and the 113th Tactical Hospital played a key role in saving the life of a young mother critically injured in a head-on automobile collision near the site. During August, the 231st participated in a Composite Training Force exercise Sentry Vigilance at Alpena, MI and Volk Field, WI.

On August 30, 1987, Detachment 1 initiated its first operational C-21A mission, just two weeks after receiving the aircraft. The Learjets arrived on August 15.

During fiscal year 1987, Detachment 1 flew 4,905 hours over 2,929 sorties with 5,356 landings, and carried 23,276 passengers. The T-33As flew 365 hours over 280 sorties with 405 landings. The T-39As flew 1,962 hours over 1,277 sorties with 1,769 landings. The C-22Bs flew 2,330 hours over 1,236 sorties with 2,634 landings.

As of October 1, 1987, Detachment 1 operated five C-22Bs and four C-21As. This happened after a farewell to the T-39As and T-33As on September 30. During 1987, unit manning increased to 178 full-time personnel.

Effective October 1, 1987, the 113th Mission Support Flight was designated with one officer and 25 enlisted. The gaining command was Air Force Communications Command.

On October 30, 1987, Detachment 1 lost its last T-33A, tail number 226, "Old Shiny", to the Garber Facility of the Smithsonian Institution, located in Silver Hill, MD. This T-33A was manufactured in 1954, and spent over 30 years with Detachment 1. Col. Sobzack flew its final mission on October 24. The T-33A flew 9,738 hours. "Old Shiny" became the official Aircraft of Record for the T-33A and was obtained by the National Air and Space Museum, a tremendous tribute to Detachment 1's maintenance personnel.

On October 31, 1987, present and former members of the National Guard honored Maj. Gen. Willard Wesley Millikan who left an indelible imprint, not only on the District of Columbia Air National Guard, but also on the United States Air Force, and the nation as well. The occasion was the dedication of the District of Columbia Air National Guard's Command and Administration Building to Millikan. On hand to represent his family was Ms. Patricia Millikan-Stanley, Millikan's daughter, who lived in the Washington, D.C. area. The guest speaker was Maj. Gen. Calvin G. Franklin, the commanding general of the District of Columbia National Guard. Franklin recounted Millikan's accomplishments and military career. Following Franklin's remarks, he and the honoree's daughter cut a ribbon across the entrance. Ms. Millikan-Stanley unveiled a plaque featuring a likeness of her father, and noted the building would henceforth be known as the W. W. Millikan Command and Administration Building.

An Abundance of Overseas Deployments - 1988

The 113th TFW participated in an air-to-air WSEP exercise at Tyndall AFB, FL from January 5 to 16, 1988. There were eight F-4Ds involved. AIM-7 and AIM-9 missiles were fired under the Tactical Air Command Combat Archer program using profiles that maximized combat realism, and

provided the 113th's aircrews with highly beneficial and realistic training. The aircraft, aircrews and maintenance personnel performed in an exceptional manner. The high-quality results prepared the unit for the simultaneous Ninth Air Force unit Effectiveness Inspection and Standard Evaluation Inspection in April.

On March 1, 1988, by direction of the Commanding General, Lt. Col. William A. Oakland and Maj. Robert V. Hunt were winners of the Brig. Gen. William R. McCall, Jr. Flying Safety Award for the greatest contributions to the Detachment 1 Flying Safety Program for 1987. At the same time, CMSgt Matthew J. Garofalo won the Col. Benjamin C. Abell, Jr. Award for his outstanding performance as the Chief of the Field Maintenance Branch at Detachment 1.

As of March 1, 1988, the 113th Communications Flight was inactivated.

From March 5 to 20, 1988, two officers and 43 airmen from the 113th Civil Engineering Squadron deployed to Palmerola AB, Honduras. Projects included the construction of a 50' by 32' self-service supply center with an above ground wooden foundation, providing electrical power to guard towers, providing area lighting capability, repairing various wooden structures, repairing building air conditioning units, and constructing a new 40' by 60' library in the Pablo Portilla School (renamed the United States of North America School), in a civic action project with the community. Additionally, all members qualified with the M-16 rifle, and two officers and four enlisted became qualified with .38 revolvers. All work was completed in a bare base environment.

On March 23, 1988, Detachment 1 was selected for the 1987 Director of Aerospace Safety Special Achievement Award. The letter, issued by Brig. Gen. Joseph K. Stapleton, the Air Force Director of Aerospace Safety, read in part, "Detachment 1 won this award for their outstanding flight safety record. The attainment of 100,000 mishap-free flying hours (spanning a period of 18 years), while flying some of the USAF's oldest T-33A and T-39A aircraft, as well as the newest edition of the C-22B, is an outstanding record and worthy of special recognition." That this was accomplished during 11 major aircraft conversions and changing operational facilities, while maintaining an extremely productive schedule, was a testimony to the dedication of Detachment 1. The award was announced in the June 1988 issue of Flying Safety magazine.

On March 25, 1988, the 231st received an excellent rating on a Headquarters Air Force Communications Command/MEI. In April and May, the 231st participated in the overseas Joint Chiefs of Staff exercise Coronet Javelin in Morin, Spain.

During April 1988, Detachment 1 moved to its new Squadron Operations Building. The structure became the "talk of the town" for its corporate headquarters appearance.

In April 1988, the 121st Weather Flight participated in the Joint Readiness Training Center rotation.

From May 5 to 22, 1988, the 231st deployed two members to exercise Dragon Hammer.

The 113th Tactical Hospital spent its annual training from May 21 to June 4, 1988 in England. The trip provided hospital personnel with in-the-field experience at a facility providing the second stage of medical care given to injured personnel in combat (the first stage is care given by medics). For two days and nights, the staff trained in first aid, triage and chemical warfare. They slept on military cots in open-bay quarters.

Col. Johnny J. Hobbs succeeded Brig. Gen. Bernard W. Hurlock in June 1988 as the Commander and Deputy Commanding General (Air). He was promoted to Brig. Gen. effective June

22, 1989 and served in this capacity until his transfer to the New York Air National Guard in January 1993.

Brig. Gen. Hobbs graduated from Rutgers University in New Jersey in 1964 where he earned a bachelor of arts degree in sociology. He later received a masters degree in social work administration from Rutgers in 1972. He attended law school at Loyola University in New Orleans, LA and received his law degree (JD) in 1983.

Brig. Gen. Hobbs began his military career as an Air Force ROTC cadet at Rutgers in 1960. Upon graduation in June 1964, he was commissioned a 2nd Lt.. He received his pilot wings in June 1966 upon completion of Undergraduate Pilot Training at Williams AFB, AZ. His first assignment was at George Air Force Base, CA where he became an F-4C pilot in February 1967. He then was assigned to the 497th Tactical Fighter Squadron at Ubon Royal Thai Air Base, Thailand for a combat tour flying the F-4C. From 1968 to 1970, he was assigned to the 35th Tactical Fighter Squadron at Yokota AB, Japan. He was released from active duty in June 1970.

In 1974, Brig. Gen. Hobbs joined the Michigan Air National Guard in Battle Creek and served until 1976 as a squadron pilot in the forward air controller mission. He then transferred to the Louisiana Air National Guard where he served in numerous positions ranging from squadron pilot to assistant operations officer to squadron commander, 122nd Tactical Fighter Squadron, until 1985.

Brig. Gen. Hobbs transferred to the 113th TFW (the parent wing of the 122nd TFS) in 1985 and assumed the position of Vice Wing Commander in October. He was appointed to the position of Deputy Commanding General (Air) in June 1988.

The general is a command pilot with more than 4,000 flying hours in eight aircraft. His many awards and decorations include the Distinguished Flying Cross with one Oak Leaf Cluster, the Meritorious Service Medal, the Air Medal with nine Oak Leaf Clusters, and the District of Columbia National Guard Meritorious Service Medal.

In June 1988, the 113th passed a unit Effectiveness Inspection/Stan Eval with high marks conducted by Ninth Air Force in April and May.

Forty men and women of the 231st Combat Communications Squadron returned on June 18, 1988 from the two-week training exercise Sentry Readiness, conducted at Westover AFB, MA. From June through October, the 231st participated again in exercise Sentry Vigilance at Alpena and Volk Field.

From September 10 to 24, 1988, 12 F-4Ds and 196 Air Guardsmen from the 113th deployed to Naval Air Station Keflavik, Iceland. The Phantoms were refueled by two KC-10s from Seymour Johnson, which transported the members. The flight lasted six hours. The 113th deployed under the Checkered Flag training program, which maintained its capability for deploying worldwide. While the 113th was in Keflavik, it augmented the air defense of Iceland by flying with the 57th Fighter Interceptor Squadron's F-15s intercepting and photographing Soviet aircraft. Two 113th aircraft scrambled from alert in response to a Soviet TU-95 Bear bomber. The 113th flew against the Eagles of the 57th as they prepared for the William Tell competition at Tyndall. This was also known as Coronet Wizard.

While in Iceland, 60 members also deployed to Norway to participate in the Navy's Second Fleet exercise Teamwork-88, a major NATO exercise. Six F-4Ds and 18 aircrew, including Brig. Gen. Davis, deployed to Bardufoss AB, Norway from September 18 to 21. In addition, 46 maintenance personnel went directly from Andrews. The 113th flew 31 sorties as aggressors against simulated targets, which were allied ships. As the aggressors, the air crews flew demanding low-level routes

through Norwegian fjords into the exercise areas. Enroute, they were attacked by US Navy F-4s and F/A-18s, US Air Force F-15s and Norwegian Air Force F-16s. This exercise diversified the training.

On September 11, 1988, Senior Airman Flemens of the 231st was awarded the AFCC Reserve Airman of the Year Award by Brig. Gen. Keith, the Air National Guard Special Assistant to the Commander of Headquarters, AFCC. From September 19 to October 18, the 231st deployed personnel and equipment to the Joint Chiefs of Staff exercise Coronet Javelin in Turkey.

Detachment 1 gained international recognition in 1988 on several occasions when it carried the Prime Minister of Iceland aboard Air Guard One; transported a Red Chinese delegation; and the Chief of Staff of the Air Force, General Welsh, checked out in the unit's C-22B. The manning reached new heights with 186 full-time members, one of whom was 1st Lt. Gerard W. McManus. He became the first non-rated officer in the command section as a new Support Services Section was inaugurated, and a major reorganization unfolded.

During 1988, the 113th converted from Pave Spike to the Maverick air-to-surface missile. Equipped with both the electro-optical and the imaging infrared versions, the unit rapidly increased its ability to destroy a wide variety of enemy targets.

Enter the Fantastic Fighting Falcon - 1989

On January 20, 1989, the day George Bush took the oath as the 41st President, 100 DCANG members in uniform took part in the inaugural. Some directed traffic, others provided logistical support, and several were in the military cordon that lined streets, sidewalks and reviewing stands along Pennsylvania Avenue. DCANG Security Police directed traffic and handled security.

The 113th deployed ten F-4Ds to Muniz Air National Guard Base in San Juan from February 12 to 21, 1989 to participate in the Navy's Fleet Exercise 89-2. More than 120 maintenance, aircrew and support personnel participated. The detachment commander was Lt. Col. Robert J. Spermo. The Phantoms attacked warships up to 500 miles from land, and engaged Navy F-14 and F/A-18 fighters in close combat.

During February 1989, Detachment 1's Hangar 8 facelift was completed, and work began on Hangar 9.

During 1989, Col. Sobzack departed for United Airlines. Lt. Col. David F. Wherley, Jr. assumed command of Detachment 1 on March 22, 1989.

Col. Wherley received a Bachelor of Arts degree in Economics from Fordham University in New York in 1969. In 1978, he earned a Masters Degree in Business Administration from the University of Maryland. Wherley has completed Squadron Officers School, Air Command and Staff College, the National Security Management Course, and Air War College. Upon receiving his commission as a 2nd Lt., Wherley attended Pilot Training at Vance AFB, OK. His first assignment was as a T-38 instructor at Moody. In October 1973, he was selected for the DCANG as an F-105D pilot. He served in various capacities, including Flight Safety Officer. In 1978, Wherley was selected for a tour with the Office of Safety, Inspections, and Security, National Guard Bureau, the Pentagon.

In 1982, Col. Wherley returned to the 121st as an instructor in the F-4D, where he served as the Operations Officer and Squadron Commander. In 1987, he became the Executive Officer to the

Commanding General, DCANG, and also served as the Director for Operations. Wherley is a command pilot with 4,000 hours in six aircraft. His military decorations include the Meritorious Service Medal and the Air Force Commendation Medal.

In March 1989, Maj. Linda W. Wallace was named the 113th's first female Flight Surgeon and Acting Chief of Flight Medicine.

Effective April 4, 1989, the 113th Services Flight was activated with two officers and 32 enlisted. The gaining command was Tactical Air Command.

On May 24, 1989, the 113th participated in the Drug Eradication Support Plan approved by the Secretary of Defense.

From May 28 to June 4, 1989, and later from June 19 to 25, 1989, the 113th Civil Engineering Squadron deployed to Eglin AFB, FL and Andrews for various facilities maintenance projects.

During 1989, the 231st participated in a Group Exercise at Westover AFB, MA and also underwent an Operational Readiness Exercise in June. During June through October 1990, air traffic controllers from the 231st participated in the Composite Training force Sentry Vigilance at Alpena, MI.

In June 1989, the unit emblem for the 113th Civil Engineering Squadron was approved by the Air Force. This was described as, on an Air Force disc, the District of Columbia flag was positioned at honor point. A sable transit is surmounted over the flag and extends from middle chief to sinister, middle and dexter base. An ultramarine azure globe with argent longitude and latitude lines is surmounted over both charges at fess point. The globe is open to show both the eastern and western hemisphere. The disc is bordered with ultramarine azure. Two Air Force scrolls are attached, above and below the disc. The one above is blank, and is reserved for the unit's designation. The one below is lettered in sable and bears the unit motto, "Ready For All Things." The black transit is indicative of the engineering mission. The ultramarine blue globe signifies the worldwide mission of the squadron.

During 1989, the 113th deployed to Alpena for annual training. This marked the final deployment of the F-4D Phantom II fighter-bombers, which were replaced by F-16A Fighting Falcons. About 425 personnel and nine of the Wing's 20 aircraft arrived at Phelps-Collins on August 5, and they returned on August 19.

During 1989, the 113th Communications Flight deactivated, and the 113th Mission Support and the 113th Services Flights were activated.

The 113th received its first F-16A fighters in September 1989. The Wing held formal ceremonies on September 16 to accept the first Fighting Falcons. At the time, it had three F-16s, and the 113th would have 18 authorized, with an official conversion date of January 1. The acceptance ceremonies, held on the flightline, were witnessed by 900 District of Columbia Air Guardsmen and dignitaries representing the Air Force, the Guard Bureau, General Dynamics Corporation (the primary contractor for the F-16), and numerous civilian government and business leaders throughout the metropolitan area. Accepting the keys to the new aircraft from General Dynamics was Maj. Gen. Franklin, who then turned the key over to the 113th Wing Commander, Brig. Gen. Davis.

Much has been published over the last 20 years about the successful development and deployment of the General Dynamics (now Lockheed Martin Tactical Aircraft Systems) F-16 Fighting Falcon, also known as the Viper. Both the F-16A and its successor, the F-16C, were used extensively in the Gulf War during the early months of 1991 by Air Force and Air Guard units. F-16s accounted

used primarily in the ground attack role, although they were extremely capable of undertaking air-to-air combat. F-16s from both the New York and South Carolina ANG distinguished themselves during Desert Storm.

The F-16A has a wingspan of 31 ft.; a length of 49 ft., 4 in.; and a height of 16 ft., 5 in. The empty weight is 14,567 lbs. The "A" is powered by a Pratt and Whitney F100 engine, rated at 23,830 lbs. of thrust with afterburner.

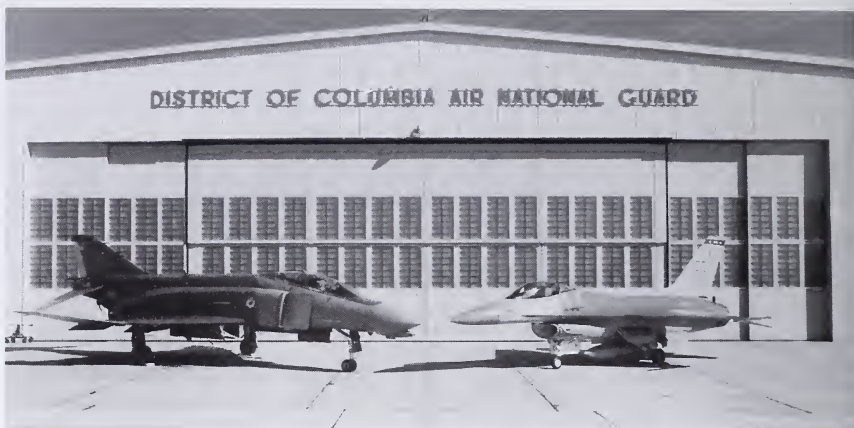
The maximum speed at sea level is 915 m.p.h., or over 1,320 m.p.h. at 40,000 ft. The F-16 is a multi-role jet fighter that can be used for air defense, interception, close air support, or battlefield area interdiction. It is internally armed with an M61A1 Vulcan 20mm cannon, and can carry an extensive variety of external stores on nine hardpoints. The F-16B is a dual cockpit, two-seat trainer model of the F-16A with reduced internal fuel capacity, but generally similar dimensions.

The red, white and blue F-16 patch currently worn by the fighter pilots of the DCANG was designed in 1989 by 1st Lt. Jeffrey A. Rindin, one of the unit's Viper pilots. Rindin felt the upgrade to the F-16 was a significant change, and he undertook the design on his own using his architectural training. He combined elements of the family crest of George Washington and the District of Columbia's outline, as well as the image of the Fighting Falcon to develop a striking new design for the DCANG. The patch first became available in 1991. It has received a positive response from the squadron's pilots as well as those who support the flying operation.

Lt. Col. John Barringer became the 113th's Senior Air Force advisor when the Wing converted to the F-16A. He came from Shaw where he was the Operations Officer with the 33rd Tactical Fighter Squadron.

On October 1, 1989, the 121st Weather Flight realigned to support the First US Army, with headquarters at Ft. Meade, MD.

During 1989, an airline hiring frenzy took its toll on Detachment 1 as five full-time pilots went



The venerable and much loved Phantom was replaced by the Fighting Falcon when the 121st received its first F-16As. (DCANG Photo)



Photo of the new Falcon before the hangar, continuing a long tradition of classic fighter aircraft with the 121st. (DCANG Photo)

part-time to go with the airlines, but during this period, the Detachment strength reached 210.

During the 1980s the District of Columbia Air National Guard spent more than \$25 million on major construction and renovation projects with its expansion efforts at Andrews AFB, MD.

Chapter 10

Colonel Pochmara Assumes Command - 1990

On January 6, 1990, the 113th bid farewell to 22 Weapons Systems Officers at a going away party. With the departure of the dual-seat F-4D Phantom II in favor of the newer and more modern single-seat F-16A Fighting Falcon, the WSOs saw the end of yet another era with the DCANG. The last F-4D, number 588, left Andrews on January 26. The Phantoms were sent to the boneyard for conversion to target drones.

The first five F-16As arrived in January 1990. Five more followed in February, and another five in March, and the last Fighting Falcon arrived in April, giving the Wing 20 aircraft. The conversion was well underway with maintenance beginning an extensive training program. Most of the F-16s came from MacDill where the 113th's mechanics performed rigorous acceptance inspections. During 1990, when the 121st transitioned from the F-4D to the F-16A/B, 26 pilots went through a three-month training course at McConnell to learn to fly the newly assigned Falcons.

Detachment 1 dedicated its Operations and Maintenance Complex on February 10, 1990. Building 1234 honored Col. Benjamin C. Abell, Jr., the first commander. Abell was a member of the DCANG and Detachment 1 from 1940 through 1972, for 32 years of distinguished service.

Lt. Col. Shiban assumed command of the 121st on February 11, 1990, and became the DCANG's first F-16 squadron commander. Shiban replaced Lt. Col. Harold Hobart who retired after 22 years, including 11 years with the DCANG.

Lt. Col. Vincent J. Shiban is a 1970 graduate of Bloomsburg State University in Pennsylvania with a mathematics secondary education degree. He was commissioned a 2nd Lt. on August 18, 1970 through Officer Training School. He attended Undergraduate Pilot Training at Vance AFB, OK from October 1970 to October 1971, where he flew the T-37, T-38 and T-41. From December 1971 to August 1972, he attended the F-4E Replacement Training unit at MacDill with the 94th Tactical Fighter Squadron. He was stationed at Okinawa, Japan from August 1972 to February 1975, where he flew the F-4C with the 44th Tactical Fighter Squadron. From May through July 1975, Shiban was stationed at Luke AFB, AZ with the 310th Tactical Fighter Squadron as an instructor with the F-4 Central Instructor School. From August 1975 until September 1979, he was an instructor in the F-4D and F-4E with the 61st and 62nd Tactical Fighter Squadrons at MacDill. It was during this he graduated from the Air Force F-4 Fighter Weapons School in September 1976. In September 1979, he separated from active duty.

In June 1980, Lt. Col. Shiban joined the Connecticut Air Guard's 103rd Fighter Group as a traditional Guardsman, flying the A-10A Thunderbolt II. In July 1982, Shiban joined the DCANG as a part-time F-4D pilot. He is one of a few select pilots who has flown every model of the F-4 Phantom in the U.S. Armed Forces inventory. He has logged more than 4,000 hours. Since then, as a member of the DCANG, he has flown the F-16A/B, and later the F-16C/D. In December 1988,

Shiban joined the 113th full-time. He served as a Flight Commander, the Squadron Operations Officer, and in February 1990, he became the 121st Squadron Commander, a position he held until September 1992. In December 1992, Shiban became the 113th Operations Group Commander. He attended Squadron Officers School in 1978, Air Command and Staff College in 1983, and National Security Management in 1991.

From May 4 to 6, 1990 the 113th Civil Engineering Squadron deployed to the USAF transmitter station in Davidsonville, MD for annual bivouac.

On May 17, 1990, the graduating class of the Academy of Military Science, the officer commissioning institution for the Air Guard, had historic significance for Detachment 1. Throughout the existence of Detachment 1, all pilots were already commissioned officers and rated pilots from either active duty or Guard units. For the first time, Detachment 1 sponsored an officer candidate as its first "home grown" pilot. This individual was 2nd Lt. Harold A. Garren, who was a member of the 113th CAMS. He was a graduate of the University of Virginia and a member of the football team. Although Garren had been drafted by the Green Bay Packers, he chose a career with the Air Guard. After his graduation, Garren attended Williams AFB, AZ for Undergraduate Pilot Training.

From June 16 to 30, 1990, the 113th Civil Engineering Squadron deployed two officers and 11 enlisted to the Minneapolis-St. Paul International Airport/ARS. Projects included converting a shop area into offices, converting a metal warehouse into a training assembly area, installing a roof mounted air conditioning unit, installing sink, shower, and exhaust systems and associated electrical fixtures in a battery shop, and installing a 50' by 100' concrete apron for aircraft battle damage repair.

From June 19 to 29, 1990, the 121st Weather Flight provided a weather observer team in support of a 231st Combat Communications Squadron exercise at Georgetown, DE. The Weather Flight also performed two one-week annual training periods at Andrews from June 23 to 30 and July 23 to 29, 1990. The time was spent establishing the procedures that would be followed in supporting the First Army.

From July 21 to August 5, 1990, the 113th Civil Engineering Squadron deployed two officers and 35 airmen to RAF Bentwaters, England to reconstruct two barrier sheds, erect a restricted area fence, construct a perimeter security road, construct an eight meter Rapid Runway Repair training pad, and renovate a warehouse.

In a solemn ceremony witnessed by 1,000 airmen and guests on July 22, 1990, Brig. Gen. Davis relinquished command of the 113th, which he held for eight years. During the symbolic ceremony, Davis passed the unit's guidon to Maj. Gen. Franklin, who passed it and responsibility for the Wing to Col. Paul A. Pochmara. As commander, Pochmara controlled the three units comprising the Wing, the DCANG's 121st Fighter Squadron; the 192nd Fighter Group, Virginia Air National Guard, and the 159th Fighter Group, Louisiana Air National Guard. The change of command took place before the 113th's hangar. Davis became the Air National Guard advisor to Tactical Air Command and left in June for Langley.

Col. Pochmara was the Director of Operations for the Air National Guard Support Center at Andrews. A former Michigan Guardsman, he was at the Bureau since 1987. Prior to his Guard Bureau tour, the Col. was the base commander at Phelps-Collins.

While attending the University of Michigan as a Business Administration major, Col. Pochmara worked as a production line foreman and a claim auditor for General Motors. After graduation in

1966, he joined the Air Force and attended Undergraduate Pilot Training at Williams. He served on active duty until 1971 as an F-4 pilot and administrative and command post officer in Korea and Japan. After release, he worked for Detroit Edison in customer relations.

In 1972, Col. Pochmara joined the 127th Tactical Fighter Wing at Selfridge Air National Guard Base, MI where he flew F-100s and A-7s. From 1973 through 1974, he worked as a marketing representative for Chrysler Defense. For the next 11 years, Pochmara served as an Air Operations Officer, Flying Training Instructor, and Base Operations Officer in an air technician status for the 127th and the 107th Tactical Fighter Squadron at Selfridge, before his Active Guard/Reserve tour as the Phelps-Collins commander. His military positions included: Chief of Weapons and Tactics and Standardization-Evaluation, Flying Training, Plans, Command Post, Squadron Commander and Operations Officer. Col. Pochmara was the "Top Gun" award winner at the Fighter Weapons School in 1976. He has flown 16 of the 18 aircraft in the Air Guard inventory, for 3,500 hours (3,300 were in the F-4, F-100 and A-7). He has been combat-ready in fighters for 17 years. He also completed F-16 school at McConnell.

During Operation Desert Shield, the 113th was in a conversion, and not eligible for deployment to the Middle East, although several individuals volunteered in backfill assignments, and a few were ordered to duty.

As of September 30, 1990, the 231st Combat Communications Squadron had an authorized strength of 209, with 213 assigned.

During October 1990, Col. Pochmara announced the 121st was increasing its F-16As to 24.

From October 22 to November 16, 1990, the 121st TFS deployed five F-16As, eight pilots and 30 maintenance personnel to Gulfport, Miss. for three weeks to increase the pilots' air-to-air skills using the Air Combat Maneuvering Instrumentation Range. The mission was highly successful and provided excellent training. While the 121st was at Gulfport, it flew its F-16As as the "Red Air" for the Ninth Air Force Inspector General during the New Orleans' Air National Guard Operational Readiness Inspection. The 121st and the 113th CAMS later provided ORI support from December 3 to 7, 1990 for the Montgomery, Alabama Air National Guard.

From October 27 to November 3, 1990, Col. Pochmara, the 113th commander, and four other personnel from the 113th, conducted the required Commander's Checkered Flag visit to Keflavik, Iceland. Following this visit, Col. Pochmara and his team proceeded to Ramstein AB, Germany and made a visit to USAFE Headquarters which provided firsthand information about real world threats and requirements.

In November 1990, Detachment 1 supported a congressional delegation mission to the Middle East, which included a stop in Saudi Arabia. For many of the crew, it was their first trip to that part of the world.

During November and December 1990, the 121st and the 113th CAMS deployed for three weeks to the training site at Gulfport at the Air Combat Maneuvering Instrumentation Range.

By the end of December 1990, 1,627 sorties and 2,263 hours were logged by the 121st, and a mission-capable rate of 67% was accomplished.

During 1990, Detachment 1 flew 2,318 hours in the C-21A, an increase of 16% over 1989. The unit flew 2,274 hours in the C-22B, a decrease of 13%, caused by aging aircraft airworthiness directives affecting all aircraft. Detachment 1 continued its support for high-ranking civilian and military

VIPs, including Mrs. Marilyn Quayle, the Vice President's wife, 15 foreign and domestic missions in support of Congress, a Soviet army delegation, a disaster relief support for Hurricane Hugo, and the California earthquake. Detachment 1 supported Guard Bureau efforts for the war on drugs. It also improved the quality of its training, with an emphasis on leadership and meeting standards. Detachment 1 had 210 members, and the majority were full-time Active Guard/Reserve technicians. The facilities complex was located on the west side of Andrews, occupying Buildings 1233, 1234, 1237 and Hangars 8 and 9, on Menoher Drive.

The DCANG ended 1990 with 1,503 members, or 99.5% of its authorized strength. This was the result of aggressive recruiting and retention efforts.

The Outstanding Unit Award - 1991

During 1991, the 121st received the Tactical Air Command Flight Safety Award for the eleventh consecutive year in recognition of its dedication to safety, and the 231st Combat Communications Squadron was honored by the Air Guard as the Air Traffic Control Complex of the Year for 1990.

The 113th CAMS deployed to Little Rock AFB, AK in January 1991 to assist with F-16 close air support with Army Forces and a CAMS Deployment Capability Exercise.

During January 26 to February 24, 1991, the 121st Weather Flight provided real-time weather support for Headquarters, First Army, during the flight's annual training. The Weather Flight divided into two teams covering two weeks for each period.

From February 1 to 17, 1991, the 113th Civil Engineering Squadron deployed two officers and 43 enlisted to Nombre de Dios, Panama to take part in the Nation Building Program. The unit assisted with the reconstruction of three schools and two clinics, along with base camp projects.

Thirty-four members of the 113th Tactical Hospital were mobilized for Operation Desert Storm from February 8 until April 30, 1991. The 113th Hospital personnel replaced deployed active duty airmen at the Malcolm Grow Medical Center. In a change of command on March 17, Lt. Col. Sonja M. Johns became the first female commander of the Tactical Hospital. The 113th Resources Management Squadron activated three motor vehicle operators and two traffic management specialists from February to June. The 121st Weather Flight provided daily weather outlooks from October 1990 to February 1991 to Readiness Group Meade to aid in deployment planning for activated Army Guard and Reserve units assigned to Ft. Meade for mobilization. Detachment 1 flew a congressional fact-finding team to Southwest Asia in November 1990 to visit service members. In May 1991, the Detachment flew the Chief of the Guard Bureau to Southwest Asia to visit National Guard soldiers and airmen. The 231st Combat Communications Squadron deployed six specialists, along with radio equipment, a mobile tactical air navigation facility, a satellite dish antenna, and a mobilizer.

During the March 1991 unit training assembly, Maj. Samuel P. Williamson assumed command of the 121st Weather Flight from Lt. Col. Ihor Procinsky, who retired. On April 1, the major gaining command for the 121st Weather Flight changed from Military Airlift Command to the Air Weather Service.

In April 1991, the Air Guard selected MSgt Stephen C. Maynard as one of eight Outstanding Airmen of the Year for 1990.

Between April and May 1991, the 121st Weather Flight provided emergency weather support observers to the Andrews Weather Station.

Between May and October 1991, the 231st Combat Communications Squadron deployed to Martinsburg to support the flight operations of the 167th Airlift Group, West Virginia Air Guard, during contract upgrade/console replacement at the fixed control tower.

From May 12 to 26, 1991, the 113th Civil Engineering Squadron deployed one officer and 32 enlisted to Cannon AFB, NM. Projects included renovating Warehouse Building 193, miscellaneous upgrades to the weather radar tower, providing 115' of new six foot high fence, constructing a NAVAIR shelter pad, and grading and installing sidewalks at Building 252.

Over May 18 to 28, 1991, Detachment 1 supported a U.S. Embassy mission to Russia, with stops in Finland, Germany, Belgium, Poland and Hungary. Among the unit's passengers were three ambassadors, their wives, and several members of the intelligence community. The State Department team was on a fact-finding mission to observe rapidly changing political and economic conditions.

In June 1991, Detachment 1 announced Lt. Col. Richard R. Browning, III was selected for a tour at the Guard Bureau. He had been the Deputy Commander for Maintenance since 1976, and served under three commanders. Browning was the Chief of Maintenance/Deputy Commander for Maintenance for over 14 years.

During June 1991, the 231st Combat Communications Squadron deployed to Patuxent Naval Air Station, Md. for Sentry Readiness '91, a full-scale 253rd Combat Communications Group mobility exercise providing an opportunity to package, convoy, setup and take down a combat communications site. From June to October, air traffic control personnel from the 231st again participated in Sentry Vigilance at Alpena.

The 113th completed its first major deployment with the F-16A in June 1991 when eight aircraft and 82 operations and maintenance personnel participated in the Red Flag exercises. This was the first deployment to Red Flag in over ten years. Each exercise involved different aircraft, including Air Force Aggressors and NATO forces, and hundreds of personnel from regular and Reserve/Guard units. The pilots flew a variety of missions against realistic targets. Weapons personnel loaded the aircraft in different configurations, including live ordnance. The 113th scored a 97 percent success rate in destroying targets.

The commander of Air Training Command announced the 113th had received the Community College of the Air Force Plaque for Outstanding Achievement. This was presented at the 1991 Education and Training Conference in Minneapolis, from June 24 to 27. There were 9,300 degrees awarded throughout the active and reserve forces during 1990. The Air National Guard had 475 graduates, and the 113th led all Air Guard units in the number of CCAF graduates with 25 earning degrees, from October 1989 to April 1991.

The 113th came through its Unit Effectiveness Inspection in 1991 with flying colors. The inspection, conducted by Ninth Air Force, gave the 113th its strongest rating ever. Nineteen areas were rated "best seen to date in Ninth Air Force" or "model programs". The inspection in 1988 contained no areas in either category.

From August 25 to September 6, 1991, the 113th deployed for an Operational Readiness Exercise to Phelps-Collins for the first time since 1989. This was the first encampment there with the Fighting Falcon. There were 22 F-15As joining 630 personnel. The 121st Weather Flight provided weather support.

Detachment 1 was selected for three major flight safety and performance awards. They received the 1991 Maj. Gen. John J. Pesch Flight Safety Trophy and the National Guard Association of the United States (NGAUS) Distinguished Flying unit Plaque at the NGAUS Conference during September 3 to 6, 1991.

The unit also earned the AirForce Organizational Excellence Award. The Pesch Trophy is awarded annually to the two Air Guard flying units demonstrating the highest standards of flight safety. "During the last 23 years, we have not had a single Class A or B mishap," said Col. Wherley.

In September 1991, the Air Force named Lt. Col. Hal Lewin the advisor to the 113th.

On September 13, 1991, Capts. Terry L. Dolan and John W. Richards placed third and fourth out of 54 pilots for individual honors while participating in the Ninth Air Force First Interservice Gunnery Competition at Moody. The 121st placed second among all competing teams, and first among F-16s.

In October 1991, 23 airmen and equipment deployed to Turkey from the 231st Combat Communications Squadron during Display Determination.

In November 1991, the men and women of the 113th, and its subordinate units received the Air Force Outstanding Unit Award for the period of July 1, 1990 through June 30, 1991. Everyone assigned to the Wing during any part of the period was authorized to wear the AFOUA ribbon. This was the first AFOUA awarded to the 113th. It is given to numbered units for meritorious service or exceptionally outstanding achievements clearly setting the unit above other similar units.

During 1991, the 113th received a Distinguished Unit Flying Plaque. This was a distinctive honor awarded by the National Guard Association of the United States for flying excellence, one of only five awarded among 93 Air Guard flying units.

On November 27, 1991, an F-16A from the 113th went down in the water off North Carolina, but the pilot, Maj. Robert F. Lake, ejected safely and was recovered. The Falcon was on a routine training mission near the Dare County gunnery ranges when the accident happened. The F-16A crashed at 9:05 a.m. where the Alligator River meets the Albemarle Sound. Lake parachuted into the water, and was recovered by a local fisherman who took him to a marina. A helicopter flew him to the Portsmouth Naval Hospital. Lake suffered no injuries, and was in excellent condition. The cause of the accident was not known, but there were indications the engine failed at low altitude.

Between December 1991 and March 1992, the 231st Combat Communications Squadron participated in exercise Fuertes Caminos '92, a Central American humanitarian road building project, where they supported the 251st Combat Communications Group and Task Force 105.

During 1991, the 121st was rated excellent in its Unit Effectiveness Inspection, with nine outstanding ratings, three "model programs," and one "best seen to date." It flew 5,116 hours and 3,530 flights, with only one aircraft lost.

During 1991, the 113th Mission Support Squadron received the Outstanding Consolidated Personnel Office Award, given by the Guard Bureau Personnel Division. Also during 1991, the 113th MSS received the Air National Guard Community College of the Air Force Graduates Award, which

was given by the Guard Bureau Training Division.

During 1991, the 231st Combat Communications Squadron received the Air National Guard Outstanding Air Traffic Control Complex of the Year Award for the second consecutive year.

During 1991, the 121st Weather Flight, previously gained by Military Airlift Command, Air Weather Service and Tactical Air Command, became an Air Combat Command-gained unit. The 121st Weather Flight was named the Air Guard's Outstanding Weather Flight for 1991.

On December 31, 1991, Maj. Gen. Russell C. Davis assumed command of the District of Columbia National Guard after succeeding Maj. Gen. Calvin G. Franklin, who retired after ten years as commanding general. Davis commanded the 113th from February 1982 until July 1990, when he assumed his position as the Air National Guard Assistant to the Commander of Tactical Air Command, and was subsequently promoted to Major General.

Air Combat Command and Air Mobility Command - 1992

Between January and June 1992, the 121st Weather Flight supported Headquarters, First Army.

Detachment 1 became a squadron on March 15, 1992 when it was re-designated the 201st Airlift Squadron, and therefore, an Air Mobility Command and 21st Air Force-gained airlift unit. Detachment 1 was officially redesignated the 201st Airlift Squadron on April 11, 1992. It was assigned to the 172nd Airlift Group (Military Airlift Command), at Jackson, MS. The squadron's activation coincided with the activation of Air Mobility Command, a part of a major Air Force reorganization.

The organizational emblem of the 201st Airlift Squadron is described as: on a sky blue disc bordered in Air Force golden yellow, a stylized black eagle, wings elevated with tips touching, tall and tips of primary wing feathers red, all detailed in Air Force golden yellow, standing atop a section of a white terrestrial globe, marked with red lines of latitude and longitude in base. In dexter fess, two shooting stars with flight trails, all red, arching from sinister base through the area enclosed by the eagle's wings, and in sinister fess, one red star. The significance of the organizational emblem is that the eagle, a symbol commonly associated with America's federal government, represents the Squadron's unique "local" mission in support of federal authorities. The globe signifies the worldwide nature of the unit's mission. The red and white colors, stars and stripes, are from the flag of the District of Columbia and identify the unit's home area. The arrangement of two stars, the shape of the numeral "O" formed by the wings, and a single star render the numerical designation.

As of March 16, 1992, Headquarters, 113th Tactical Fighter Wing was redesignated Headquarters, 113th Fighter Wing. At the same time, the 121st Tactical Fighter Squadron was redesignated the 121st Fighter Squadron.

SMSGT Stephen C. Maynard of the 201st Airlift Squadron was selected as the National Winner of the Outstanding Airman of the Year for the Air National Guard for 1991.

From March 29 to April 4, 1992, the 113th Civil Engineering Squadron participated in an annual training deployment to Eglin AFB, FL promoted to Brigadier General.

A Ninth Air Force Operational Readiness Exercise was conducted on the 113th at Alpena

from April 10 to 17, 1992. About 700 unit members participated in the week long ORE, transported to the northern shore of Michigan in two C-130s and a C-22B. During April and June, the 121st Weather Flight provided support for the 113th's ORE and ORI, as did the 231st Combat Communication Squadron.

Between April and May 1992, the 231st Combat Communication Squadron deployed to Italy for exercise Dragon Hammer. The communications specialists augmented the 253rd Combat Communications Group European.

In May 1992, 800 students from the local area participated in Career Day activities hosted by the 201st Airlift Squadron.

On June 1, 1992, the gaining command for all Air Guard fighter units became Air Combat Command (ACC), based at Langley, after formerly being TAC-gained, as part of the Air Force's restructuring. Air Combat Command thus became the 113th Wing's gaining command.

In June 1992, Ninth Air Force rated the 113th excellent during its Operational Readiness Inspection from June 21 to 27 at Alpena, including six "best seen to date" evaluations. The 113th Civil Engineering Squadron deployed with the Wing to participate in the ORI. The 231st Combat Communications Squadron provided air traffic controllers for a variety of tactical air navigation, radar approach control, and control tower operations at Martinsburg, WVA.; Winchester, VA; and Latrobe, PA. The 231st also participated in the Force Training exercise Century Pike at Alpena in June. The 201st Airlift Squadron was officially gained by Air Mobility Command. The 201st also provided airlift for the Chief of the Guard Bureau for the official opening of a road network in Central America constructed and supported by Guard units nationwide.

In July 1992, the 113th Hospital deployed to Alpena and conducted medical readiness training, field medicine, compass reading, survival techniques, litter carrying, and self-aid/buddy care.

In August 1992, the 201st airlifted Guard Bureau relief teams to coordinate recovery efforts in disaster-stricken areas. The 231st Combat Communications Squadron deployed five air traffic controllers to Key West Naval Air Station, FL to meet the demand, due to the temporary basing of Florida Air Guard F-16s.

On September 20, 1992, Lt. Col. Donald O. Pettit became the Squadron Commander of the 121st Fighter Squadron.

Lt. Col. Donald O. Pettit attended the Air Force Academy, and graduated with a Bachelor of Science degree in Military Arts and Sciences in 1973. He attended Undergraduate Pilot Training at Columbus AFB, MS and graduated in December 1974, after a four-month delay for a sports injury. He was a UPT instructor in the T-38 from June 1975 until June 1978 at Columbus with the 50th Flying Training Squadron. He was a Capt. with the Security Assistance Program, and instructed Americans, Iranians, Nigerians, Danes, Saudis and others as an academic instructor. Between June and November 1978, he was in an F-4E Replacement Training unit at George with the 431st Tactical Fighter Training Squadron. During November 1978 until November 1981, he was an instructor flying the F-4E at Seymour Johnson with the 334th Tactical Fighter Squadron. He was also a 4th Tactical Fighter Wing Stan/Eval Flight Examiner. On November 7, 1981, Pettit resigned from active duty, and on March 1, 1982, accepted a job with General Electric Company in Springfield, VA; working as a manager of the Operations Planning and Scheduling where he managed 25 test engineers in military and data systems operation.

During 1989, an airline hiring frenzy took its toll on Detachment 1 as five full-time pilots went

On May 23, 1982, Lt. Col. Pettit joined the 113th as an F-4D instructor pilot and Flight Commander. On January 2, 1990, he converted to the F-16A/B, and was made the Operations Officer. On August 23, 1991, he was the Assistant Deputy Commander for Operations, and on September 20, 1992, he was made the Squadron Commander. From September 1, 1992 to January 31, 1994, he was on active duty with a military leave of absence from General Electric. On February 1, Pettit returned to the Martin Marietta Corporation working in management and data systems operation. He was the manager of the systems engineering process, and the manager for 90 senior engineers. On May 4, he converted to the F-16C/D. On August 21, 1994, Pettit was assigned to Headquarters, DCANG. Pettit attended the Squadron Officers School in residence in 1979. He was schooled in the Air Command and Staff College through correspondence courses, and participated in numerous General Electric Management schools.

During 1992, the 201st transported personnel to Florida after Hurricane Andrew to facilitate relief. The 201st flew to Los Angeles, both during and after the riots, shuttling the Guard Bureau to determine the role the Guard would play in restoring peace. With the C-22B, the 201st flew to locations all over the world, including Pakistan, Guatemala, Belize and the Baltic nations. With the C-21A, the 201st flew to Honduras, Panama, and Alaska.

The 201st sponsored a counter-drug conference for 11 middle schools. During 1992, the 201st implemented its Adopt-A-School Program in September. Over 500 students from the Roger B. Taney Middle School visited the 201st throughout the year, being challenged to say "no" to drugs and violence through academic achievements. The 201st also developed a Substance Abuse Zero Conference. Over 300 students, teachers, and civic and community leaders met to interact with federal and local agencies to reduce the demand for drugs in the Washington, D.C. area. The 201st Airlift Squadron flew 50 hours in support of the Guard Bureau Drug Interdiction Program by transporting members of the Bureau, the Drug Enforcement Agency, and other officials to meetings.

In October 1992, the 121st Weather Flight supported the 231st Combat Communications Squadron during an air support operation at Georgetown, DL.

The Outstanding Unit Award - Again! - 1993

Col. Richard E. Spooner was appointed Commander and Deputy Commanding General (Air) as of January 1993 and promoted to Brigadier General effective September 23, 1994. He currently serves in this position.

Brig. Gen. Spooner graduated from the US Air Force Academy in 1969 where he earned a bachelor of science degree in engineering. In 1977, he received a master of science degree in human resource management from the University of Utah, Salt Lake City, UT. His military schools include Squadron Officers School, 1976; Air Command and Staff College, 1980; and National Security Management, 1989.

Brig. Gen. Spooner was commissioned a 2nd Lt. in June 1969. He received his navigator

wings in May 1971 upon completion of Undergraduate Navigator Training at Mather AFB, CA. His next assignment was Barksdale Air Force Base, LA where he served as a squadron navigator flying in the KC-135, 71st Air Refueling Squadron, 2nd Bombardment Wing, Strategic Air Command. During his two years while assigned to the 71st and 913th Air Refueling Squadrons, he deployed to Southeast Asia during the Vietnam conflict where he flew on 41 combat missions in the tactical and strategic air effort.

In 1973, the general was assigned to George AFB, CA where he became qualified as a weapons systems officer in the F-4D. He was then assigned to the 435th Tactical Flying Squadron at Ubon Royal Thai Air Base, Thailand. Upon its closure, he went on to serve as the Chief of Squadron Training with 13th Tactical Fighter Squadron, 432nd Tactical Fighter Wing, Udorn Royal Thai AB.

In March 1975, Brig. Gen. Spooner was assigned to a consecutive overseas tour at Royal Air Force Lakenheath, United Kingdom, and joined the 48th Tactical Fighter Wing as an F-4D weapons systems officer. He also served as the Chief of Squadron Training, 492nd Tactical Fighter Squadron, and the Chief of Flying Training, 48th TFW. Spooner's next assignment was at Luke AFB, AZ in June 1977 as an F-4D instructor weapons systems officer, 311th Tactical Training Squadron, and squadron assistant operations officer, 58th Tactical Training Squadron.

In August 1979, Brig. Gen. Spooner was released from active duty and joined the 121st TFS, DCANG, where he served as an electronic warfare officer, squadron and instructor weapons systems officer, flight commander and assistant operations officer until 1989. Spooner then was appointed Deputy Commander for Support, 113th TFW, until January 1993 when he assumed his present position.

Brig. Gen. Spooner is a Master Navigator. His many awards and decorations include the Meritorious Service Medal with two Oak Leaf Clusters, the Air Medal, and the Air Force Commendation Medal with one Oak Leaf Cluster.

From January 2 to 16, 1993, more than 30 members of the 113th Tactical Hospital took part in a trip to Soto Cano Air Base in Honduras to support a joint Honduran-U.S. Army program, involving almost 2,000 personnel during the two week period.

In January 1993, the 121st Weather Flight provided weather support for First U.S. Army during the presidential inaugural.

In March 1993, the 113th Fighter Wing was again awarded the Air Force Outstanding Unit Award for exceptionally meritorious service, from July 1, 1991 until June 30, 1992. Maj. Gen. Phillip G. Killey, the Director of the Air Guard, presented the award to Brig. Gen. Pochmara at an awards and decorations ceremony.

In March 1993, the 231st received an excellent rating after the Quality Air Force Assessment.

In May 1993, a major restructuring of the 113th was in effect as part of a Guard Bureau test to evaluate potential wing organizations. The 113th was structured around three group commanders, replacing the "Quad-Deputy" organization. The Objective Wing Organization is comprised of an Operations Group, a Support Group, and a Logistics Group. The restructuring created a Vice Wing Commander, for which Brig. Gen. Pochmara selected Lt. Col. Robert Spermo. Pochmara announced the following group commander appointments: Operations Group Commander, Lt. Col. Vincent Shiban; Support Group Commander, Col. John Handy, and Logistics Group Commander, Col. Stephen Kelly.

“The purpose of the Bureau test program is to determine which structure will allow us to best integrate with the regular Air Force in times of mobilization,” Brig. Gen. Pochmara said, referring to changes in regular Air Force wing organizations announced the year before. “Our new Objective Wing Organization is very similar to that of the active forces, which also have a three Group structure.” The 113th Fighter Wing was one of ten Air Guard units selected to test this program.

Lt. Col. Robert J. Spermo graduated from American University in Washington, D.C. in 1969, with a Bachelor of Arts Degree in Political Science. His military education includes the National Security Management Course in 1981. Spermo began his military career as an officer training candidate in 1970. Upon commissioning as a 2nd Lt., he entered Undergraduate Pilot Training, and received his wings at Webb AFB, TX, in 1971. His first assignment as a pilot was with the Fourth Tactical Fighter Wing at Seymour Johnson flying the T-33A. After completing F-4 upgrade training at George in 1973, he was assigned to the 8th Fighter Wing at Ubon Royal Thai AB in Thailand, where he served as the Squadron Training Officer. He later attended forward air controller training at Hurlburt Field, FL. He was released from active duty in November 1974.

Later during 1974, Lt. Col. Spermo joined the 113th as an F-105D pilot. During his tenure, he served in a variety of positions, including Assistant Deputy Commander for Operations and Deputy Commander for Operations. Spermo is a command pilot with more than 4,500 hours in six aircraft. He is an F-16 Instructor Pilot and Flight Examiner. His many military awards and decorations include the Meritorious Service Medal with One Oak Leaf Cluster, the Air Force Outstanding Unit Award, and the Air Force Achievement Medal.

Col. John B. Handy was named commander of the 113th Support Group. He began his engineering studies at the Georgia Institute of Technology in 1968 as a cooperative education student. In 1973, he was awarded his Bachelor of Industrial and Systems Engineering Degree, and was commissioned a 2nd Lt. in the Air Force at Plattsburgh AFB, NY upon completion of ROTC field training. Handy’s first assignment was as the Chief of Industrial Engineering in the 803rd Civil Engineering Squadron of Strategic Air Command at Davis-Monthan.

In 1976, he transferred to the 6931st Air Base Group (Air Force Security Service) at Iraklion AB, Crete, Greece. There he served as a Civil Engineering Officer, and authorized the \$13 million base maintenance contract. In 1979, Handy was assigned as the Industrial Engineering Officer to the 1185th Civil Engineering Group of Military Airlift Command at Andrews, a consolidated civil engineering operation serving Andrews and Bolling. In 1979, Handy became the Chief of the Industrial Engineering Branch, and later, the Chief of Operations for the 1100th Civil Engineering Squadron at Bolling. He completed his Masters Degree in Engineering Administration at George Washington University in 1982, and separated from the Air Force in July.

Col. Handy joined the DCANG as the Civil Engineering Officer in the 113th Civil Engineering Squadron. In 1974, the year he was promoted to Major, he became the commander of that squadron and led it until August 1992, when he transferred to Headquarters, DCANG, as the Director of Resource Management. In January 1993, he was assigned to his current position as the Support Group commander. Handy is a graduate of the Air War College, the Air Command and Staff College, Squadron Officers School, and numerous Air Force and Army Engineering courses. His many military decorations include the Meritorious Service Medal with Three Oak Leaf Clusters, the Air Force Commendation Medal with Two Oak Leaf Clusters, and the Armed Forces Reserve Medal.

Col. Stephen D. Kelly is the commander of the 113th Logistics Group. Kelly attended Indiana University. During 1961, Kelly enlisted in the Navy Reserve. While attending Indiana University, he enrolled in the Army ROTC Program, and then opted for an Air Force commission, spending his last two years in the Air Force ROTC Program. In 1967, after graduating with a Bachelor's Degree in English and Education, he became a high school english teacher in Bloomington, IN. In 1968, during the Pueblo Crisis, he was called to active duty and attended the Aircraft Maintenance Officers Course at Chanute. Kelly was assigned to Homestead AFB, FL, where he served as an Aircraft Maintenance Officer and a Logistics Plans Officer. One of his additional duties was to provide advisory support to various Air Guard units, with the 113th among them.

In August 1972, after four and a half years of active duty, Col. Kelly was honorably discharged, and joined the DCANG a month later. Kelly held various positions of increasing responsibility. He rose through the ranks, serving at the Quality Assurance Officer, the Logistics Plans Officer, and eventually became the commander of the 113th Resource Maintenance Squadron, in 1982. He was later selected to command the 113th Consolidated Aircraft Maintenance Squadron. In 1985, upon completion of the National Security Management Course, Kelly was selected as an outstanding graduate by the National Defense University. Kelly's many military decorations include the Meritorious Service Medal, the Air Force Commendation Medal, and the Army Commendation Medal.

In May 1993, the 201st announced a historic promotion. Stephen C. Maynard was promoted to Chief Master Sergeant to become the unit's first African American to hold that position.

By May 1993, the newsletter of the 201st was retitled to Skywriter. It took on a consistent 3-column layout, with more computer assistance in the development of the publication than had been used in the history of the Detachment 1/201st's publications.

In June 1993, the security police from the 113th participated in the Silver Flag exercises at Nellis. Approximately 40 security police practiced air base defense in the Nevada desert.

During June 1993, the 231st conducted an Operational Readiness Exercise at Alpena. Personnel from the unit also performed annual field training at Martinsburg, WVA at various times.

From June 26 to July 10, 1993, the 113th Civil Engineering Squadron deployed two officers and 46 enlisted to Harbor Island, Bahamas for humanitarian civic aid action. The purpose was to repair schools damaged by Hurricane Andrew.

During July 1993, several members of the 121st Weather Flight participated in the Midwest Flood Relief Operation. Flight personnel provided weather forecasting, weather warnings and advisories, and continuous weather watch and staff briefings for the First Army Commanding General and his staff for the states of Iowa, Illinois, Minnesota and Wisconsin. First Army used the weather information to make decisions relevant to the flood relief operations. This provided an opportunity for the 121st Weather Flight to prove its capabilities and solidify the accomplishments of the unit's mission. The First Army Commanding General commended the 121st Weather Flight for its role in the relief efforts.

On August 1, 1993, Lt. Col. McKenney left the 231st and Lt. Col. Robert J. Spermo assumed temporary command. On December 4, Maj. Donald N. Edmands, Jr. assumed command.

The 121st Weather Flight supported the First U.S. Army during Hurricane Emily from August 29 through September 2, 1993. The support provided current weather forecasts and hurricane warnings from the affected areas of the southeast United States.

The 113th's largest deployment of 1993 was to Afyon, Turkey from September 25 to October 9 where it participated in a major NATO exercise. The unit took 194 people and eight F-16As half-



CMSgt Stephen C. Maynard became the 201st Airlift Squadron's first African-American to hold that rank in May 1993. (DCANG Photo)



TSgt Lynne M. Morrison charts weather data to prepare a forecast. (DCANG photo by TSgt D. Christopher Martin, Jr.)



On March 1996, Col Judy Roan, became the first nurse to command the 113th MDS in the DCANG. (DCANG photo by A1C Dennis Young)



MSgt Charles McClay, SrA Kimberly Kabatt, and SSgt Linda McDonald conducts a maintenance review prior to aircraft takeoff. (DCANG photo by TSgt Robert Langley)



113 CES carpenters raise the frame of a wall during the April 1997 ORE. (DCANG Photo by A1C Dennis Young)



SSgt Brenda J. Horner, videographer of 113thComm Flight, videotapes a homestation exercise in 1993 (DCANG photo by TSgt Russ Shuttle)



SSgt Gabriel Harmon member of a munitions load team operates a bomblift. (DCANG photo by A1C Dennis Young)



SrA Payne, of 113th Services Flight, serves lasagna in the MKT during the Wing's 1997 ORI. (DCANG photo by A1C Dennis Young)



231st Combat Communications Squadron assemble an OE-361 Satellite Dish during their 1993 ORE in preparation for their ORI. (DCANG photo by MSgt Michelle A. McDonald)



SrA Maury Fontaine and TSgt Richard Bowl, of 113th Security Forces, load and check the chamber of M-60 machine gun. (DCANG photo by TSgt Russ Shettle)

way around the world, and lived in tents for 13 days in the high desert that was a bare base. The unit proved it could complete the job despite the most austere and sometimes trying conditions. This deployment was part of the NATO exercise Coronet Dominator. The 113th transported 75 tons of equipment to support the F-16As for 91 hours of flying over the course of 15 days.

In October 1993, the 113th announced its Total Quality (TQ) initiative. This provided the unit with a tool to improve and measure the improvement. The 113th developed a TQ training plan and organization to direct the policy, the training programs, and the authority to prioritize problems.

Lt. Gen. John B. Conaway, the Chief of the Guard Bureau, flew his last military flight as a pilot on October 23, 1993 in a 201st C-21A. In the tradition of military flying, members of the 201st honored him with a "wet down" of both water and champagne after his landing. Conaway flew 2,100 of his 7,000 hours with the Detachment 1/201st Airlift Squadron over 17 years. He stated on many occasions he felt more a part of the 201st than with any others throughout his career. In recognition of his appreciation, Gen. Conaway presented the unit with the prestigious National Guard Bureau Eagle Award and the Air Force Outstanding unit Award. Gen. Conaway personally presented each unit member with the AFOUA ribbon.

On November 26, 1993, the 113th Civil Engineering Squadron was the winner of the Maj. Gen. W. H. Abendroth Trophy for the Outstanding unit of the DCANG.

In December 1993, the 113th was named the Air National Guard's top fighter unit by the Guard Bureau. The 113th was also awarded the prestigious Winston P. Wilson Trophy, which is awarded annually to the most outstanding Air Guard fighter or reconnaissance unit.

Brig. Gen. Pochmara, the 113th commander, announced the 113th's conversion to the F-16C/D in December 1993.

The Second Falcons and the Third AFOUA - 1994

During the months of January through July 1994, the 121st Weather Flight provided support for the exercise Fuertes Caminos '94 North, Task Force Dirigo. They successfully managed and deployed weather support elements to Salama, Puerto Barrios, Coban, Rabinal and Guatemala City, Guatemala. Weather Flight personnel worked and lived under field conditions, from an ADVON team Bare Base building at the Task Force encampment, and primitive conditions in Coban and Rabinal.

On January 11, 1994, the 201st made its first trip to Europe and the Middle East in 14 months. It took the House Foreign Relations Committee on business related to the Israeli-Arab peace negotiations.

In January 1994, the 113th received its first F-16C during the unit training weekend. The 113th now operates 20 of the newer F-16Cs and one two-seat F-16D. The model of the F-16C currently used by the 121st Fighter Squadron is the Block 30, which came from the USAF at Ramstein Air Base in Germany. These F-16Cs are greatly improved over the unit's older F-16As, with better electronics and improved engines. The Vipers use General Electric GE F110-GE-100 jet engines, which deliver 27,600 lbs. of thrust with afterburner. The wingspan remains the same at 31 ft., and the length is the same at 49 ft., 4 in., but the height is taller at 16 ft., 8 1/2 in.. The empty weight increased to 19,100 lbs. on the Block 30 F-16Cs. The armament is generally similar, as is the performance. The F-16D is the two-seat trainer version of the F-16C, with a dual cockpit, reduced internal fuel

capacity, and generally similar dimensions.

From March 19 to 25, 1994, the 231st deployed to the Bethany Beach, Del. Army National Guard Training Center for an Operational Readiness Exercise in preparation for the upcoming ORI. Later, from June 8 to 17, the 231st deployed personnel and equipment to Bethany Beach and Dover AFB for the Operational Readiness Inspection.

For the Air National Guard for 1993, SMSgt Lisa Kerwin of Headquarters, DCANG, was selected as the national winner of the Outstanding Airman of the Year, Senior NCO Category, and TSgt Walter T. Michael, 113th FW, was selected as the national winner of the Outstanding Airman of the Year, NCO Category.

The 121st Weather Flight provided weather support for the 231st Combat Communications Squadron in support of their ORI at Bethany Beach and Dover AFB, DE during June 4 to 19, 1994. The weather support was well received by the 231st and the ORI Inspector General Team.

From June 25 to July 9, 1994, the 113th Civil Engineering Squadron deployed one officer and 35 enlisted to Alaska. The team was based at Elmendorf AFB and Camp Carroll in Anchorage, but the work assignments were spread over thousands of miles at ten different villages, with the most distant location in Nome. One job was an energy conservation project at the Army National Guard Armory in Alcantra. The electricians also worked on numerous electrical projects for the Army National Guard at various locations around Anchorage. Several structural specialists constructed a covered storage addition to an Army National Guard facilities maintenance building at Camp Carroll. The maintenance shop split into three, five-person teams and deployed throughout Alaska to install new heaters and fuel oil lines in Army National Guard armories.

From August 13 to 26, 1994, the 113th Civil Engineering Squadron deployed to Ft. Indiantown Gap, PA for facilities upgrade projects.

From September 6 to 15, 1994, personnel from the 231st deployed to Oceana Naval Air Station, VA along with equipment for a Joint Services Training Exercise supporting the Navy.

In a September 1994 ceremony, Lt. Col. Sonja M. Johns, the 113th Medical Squadron commander, pinned on the rank of colonel. Johns, who was commissioned in the DCANG in 1983, became the first woman in the 113th and the DCANG to attain this rank. Johns is a graduate of Howard University and Howard's School of Medicine, and a family practitioner in Warsaw, VA. She assumed command of the 113th Medical Squadron in 1991.

On August 21, 1994, Lt. Col. Duane Lodrige became the commander of the 121st Fighter Squadron.

Lt. Col. Duane J. Lodrige is a 1975 graduate of the Air Force Academy, where he was commissioned a 2nd Lt. on June 4. He attended UPT at Vance AFB in Altus, OK from September 1975 until September 1976, where he flew the T-37 and T-38 jet trainers. From November 1976 through April 1977, he attended the RF-4C RTU at Shaw with the 33rd Tactical Reconnaissance Training Squadron. During April 1977 through November 1978, he was an aircraft commander flying the RF-4C with the 17th Tactical Reconnaissance Squadron at Zweibrucken Air Base in Germany. In December 1978 through March 1980, he became an RF-4C Instructor Pilot with the 16th Tactical Reconnaissance Training Squadron at Shaw. From March 1980 to September 1981, he was an RF-4C Flight Examiner with the 363rd Tactical Reconnaissance Wing at Shaw. On September 7, 1981, he resigned his regular commission. He joined the Mississippi Air Guard with the 186th Tactical



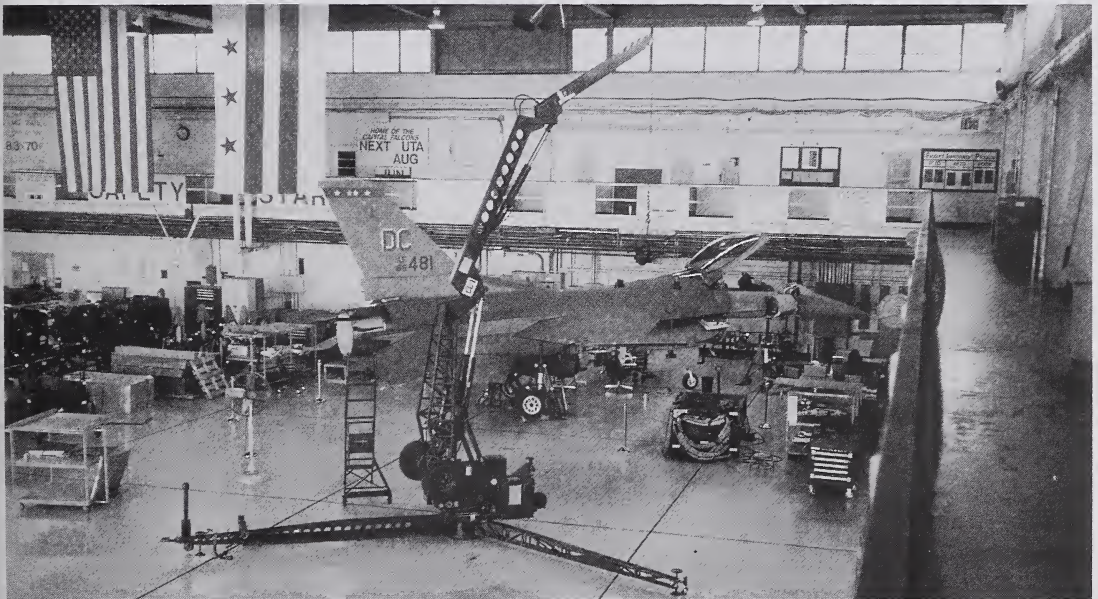
(Above) An F-16C preflights before takeoff.



(Above) Two F-16Cs begin their engine run-ups before releasing brakes for take off. (Photo, Rick Mitchell)



(Above) An F-16C sits on the flight line waiting for the afternoon launch. (Photo, Rick Mitchell)



(Below) An F-16C undergoing phase maintenance. (Photo, Rick Mitchell)



A 121st F-16C returns to the flight line after a routine training mission in the local area. (Photo, Rick Mitchell)

Several F-16Cs are prepared for launch. The two-seater F-16D is in the middle. (Photo, Rick Mitchell)



Last minute checks are completed before this F-16C taxis to the runway. (Photo, Rick Mitchell)

This 121st F-16C is taxiing to the runway for the afternoon launch. (Photo, Rick Mitchell)





Waiting for the afternoon launch. (Photo, Rick Mitchell)



Flight line maintenance of one of the 121st's F-16Cs. (Photo, Rick Mitchell)



Taxiing to the active runway in a 121st F-16C. (Photo, Rick Mitchell)

Reconnaissance Group as a traditional Guardsman, flying the RF-4C as an instructor through December 1984.

In December 1984, Lt. Col. Lodrige joined the 113th as a traditional Guardsman, and has flown the F-4D as a pilot, aircraft commander and an instructor, and later transitioned into the F-16A and the F-16C, as both an instructor and flight examiner. Positions held with the 113th have been the 121st Flight Commander, Operations Officer, and 113th Operations Support Squadron Commander. Lodridge is a command pilot with over 3,000 hours of fighter-reconnaissance time. His professional military education includes the Air Command and Staff College in 1992, and he is currently enrolled in the Air War College.

The 113th deployed to Hickam Air Force Base in Hawaii from November 1 to 17, 1994 for exercise Sentry Aloha. The 121st Fighter Squadron flew six F-16Cs to Hickam to provide dissimilar adversary support for the Hawaiian ANG prior to their deployment to Turkey as part of the United Nations' Operation Provide Comfort II. The 113th provided the Hawaiian F-15s with realistic enemy tactics and weapons to better prepare for their overseas operation. In addition, the Hawaiian F-15s reciprocated with similar support for the 113th's F-16Cs during their AMRAAM (Advanced Medium Range Air-to-Air Missile) upgrade training as part of the unit's F-16C conversion.

From November 19 to 20, 1994, the 231st deployed personnel and equipment to Crooms, MD. for a weekend ORE.

On December 7, 1994, the 113th Civil Engineering Squadron was the winner of the Maj. Gen. W. H. Abendroth Trophy for the Outstanding Unit of the DCANG.

Late in 1994, the 113th FW was again awarded the prestigious Air Force Outstanding Unit Award. This was the third consecutive year the 113th had been given the award by Air Combat Command. The award recognized the unit's contribution to out nation's defense and was awarded annually to only the top 10 percent of Air Force units. At the same time, the 201st Airlift Squadron was notified it had won the AFOUA for the first time.

Preparing for the Future and the Fourth AFOUA! - 1995

From May 6 to 21, 1995, the 231st Combat Communications Squadron deployed to Bethany Beach, DE for an ORI retake of its June 1994 inspection. The highest rating the unit could receive, however, was satisfactory due to its previous marginal rating, but the 231st set an Air Force record for activation of all circuits according to the Inspector General team.

In June 1995, the 113th Civil Engineering Squadron deployed to Silver Flag at Tyndall AFB, FL.

The 113th Fighter Wing conducted an Operational Readiness Evaluation in Alpena, Mich. from July 22 to 27, 1995. The purpose was to evaluate the unit's combat employment, its ability to survive, and the operational capabilities of the 113th through a simulated invasion by enemy air and ground forces.

In October 1995, the 113th Fighter Wing and the 201st Airlift Squadron were joined together to create the 113th Wing. The change was part of a reorganization of the Air National Guard across the country. States with two or more flying units at the same location were now organized under the wing structure. The size of the 113th Wing increased to about 1,200, and the number of full-time personnel rose to about 500. Col. Wherley, who commanded the 201st before, then

began serving as the Vice Commander of the 113th Wing. The 201st received its new commander, Lt. Col. Brian McGarry, in December 1995.

Lt. Col. Brian McGarry attended the Air Force Academy from 1968 to 1972, graduating with a Bachelor of Science degree in Engineering Management. Upon commissioning, he was assigned to Undergraduate Pilot Training at Craig AFB, Ala. and graduated in 1973 with an assignment to Beale AFB, Calif. in the B-52. From 1976 to 1977, McGarry attended the University of Southern California and completed a Master of Science Degree in Systems Management. Subsequently assigned to the T-39 with the 1402 MAS, Maxwell AFB, Ala., McGarry became the Chief of Standardization/Evaluation until his resignation from the Air Force in 1979. He accepted employment with United Airlines as a flight officer and became a traditional guardsman in 1980 with the California ANG, Van Nuys, flying the C-130. In 1982, McGarry joined Detachment 1, DCANG, accepting an active duty position as a pilot on the T-39 and the T-43. Over the next eight years he held a variety of positions, becoming Deputy Commander for Operations of the 201st Airlift Squadron. In 1990, he returned to full-time employment with United Airlines while serving as the traditional Director of Operations with the 201st until 1994. From 1994 to 1995, he served the Deputy Commanding General for Air as Headquarters Director of Operations. McGarry, through correspondence, has completed Squadron Officers School, Air Command and Staff College, and the National Security Management Course.

In November 1995, the 121st Fighter Squadron deployed seven F-16Cs to Tyndall AFB, FL for ten days to participate in the Air Force's Combat Archer program, formerly known as the Weapons System Evaluation Program (WSEP). The mission was to evaluate the unit's ability to load and fire air-to-air missiles against drones simulating enemy air tactics and flight profiles. The 121st performed flawlessly, firing three AIM-120 Advanced, Medium-Range Air-to-Air Missiles (AMRAAM) and five AIM-9M Sidewinder missiles, without a single loading crew, maintenance, aircraft or pilot error. During the outbrief, the Commander of the 475th Weapons Evaluation Group declared the 121st's deployment was the best they saw in recent years among all active duty, Guard and Reserve units.

By December 1995, the 231st Combat Communications Squadron and the 121st Weather Flight received the Air Force Outstanding Unit Award.

By the end of 1995, the 113th Wing was notified it had won its fourth straight Air Force Outstanding Unit Award. The award was based in part on inspection results from the Quality Air Force Assessment, and the 113th was given outstanding marks in seven of the special interest items graded, including military appearance and courtesy. This fourth straight AFOUA was the first time ever for a Guard unit. At the same time, the 201st Airlift Squadron received its second straight AFOUA.

Today, the primary users of the 201st Airlift Squadron's airlift capability are military teams, bands, and conference groups. Distinguished passengers carried by the Squadron have included congressional and cabinet members, service secretaries, and local civic leaders. Missions are performed utilizing the C-21A or C-22B throughout the United States and its territories of Guam and the Virgin Islands, as well as South and Central America, the European Theater, the Mediterranean, and the Far East.

The District of Columbia Air National Guard now occupies 30 buildings covering 500,057 square ft. and 116 acres at Andrews Air Force Base, MD. These structures include 21 buildings for

the 113th Wing, four buildings for the 201st Airlift Squadron, two buildings for the 231st Combat Communications Squadron, and three buildings for the Air National Guard Support Center.

Highlights from 1996

In March 1996, about 90 members of the 113th Wing participated in Operation Southern Watch for 30 days in the Middle East, one of the most important real-life missions the unit has ever received. Six F-16Cs and ten pilots from the DCANG enforced the No-Fly Zone over southern Iraq, provided a presence in the United Arab Emirates, and took part in the Joint Task Force operation called Iron Falcon. The 113th became an integral part of making the Total Air Force a world-class organization.

On June 27, 1996, Capt. Chris Rose safely glided his crippled F-16C onto the 7,200-foot runway at the Elizabeth City Coast Guard station in North Carolina. He was part of a four-ship formation returning to Andrews from the Dare County Range when his engine failed. Rose stayed with the Viper after it experienced engine failure at 14,000 feet above the range where earlier he had trained in bomb delivery. Before landing the F-16, Rose jettisoned his two fuel tanks which were later recovered by ground support crews. Instead of ejecting, risking civilian casualties and property damage on the ground, Rose demonstrated outstanding airmanship and professionalism by calmly performing the aircraft's recovery.

On July 28, 1996, Lt. Col. Richard Prosek became the commander of the 121st Fighter Squadron.

Lt. Col. Richard J. Prosek is a 1975 graduate of the University of Illinois at Urbana-Champaign with an electrical engineering degree. As a member of the Reserve Officer Training Corps, he was commissioned a 2nd Lt. on May 28, 1975. He attended Undergraduate Pilot Training at Vance AFB, OK from January to December 1977 where he flew the T-37 and the T-38. From May to October 1978, Prosek attended the F-4D Replacement Training Unit at MacDill AFB, FL where he was assigned to the 62nd Tactical Fighter Training Squadron. Prosek was assigned to the 429th Tactical Fighter Squadron at Nellis AFB, NV from November 1978 to October 1982. During the first part of his tour, he flew the F-4D, and then he was selected to convert to the F-16A. During this time, Prosek completed Squadron Officers School by correspondence, in addition to completing a masters degree in business administration at UNLV. After attending the Air Ground Operations School and the 0-2A Skymaster Replacement Training Unit course at Patrick AFB, FL in fall 1982, Prosek was assigned to the 21st Tactical Air Support Squadron at Shaw AFB, SC. He served as a forward air controller from January 1983 until December 1984 when he separated from active duty.

In December 1985, Prosek joined the DCANG as a traditional guardsman, flying the F-4D. In 1990, he converted to the F-16A, and then to the F-16C in April 1994. While a member of the 121st Tactical Fighter Squadron, Prosek served as the Squadron Safety Officer, the Squadron Mobility Officer, a Flight Commander, the Operations Officer, and now as the Squadron Commander. A Command Pilot with over 3,000 hours of military flight time, Prosek's professional military education includes Air Command and Staff College and the Air War College.

Chapter 11

Conclusion

The District of Columbia Air National Guard, borne during an era of our country's greatest need in the pre-World War II 1940s, demonstrated then, as it does today, its superior capability to defend this nation and protect the citizens of the nation's capital, Washington, D.C. The DCANG, with its roots extending to Georgetown when the District of Columbia formed its first militia units in 1775, is a story of the professional, courageous and valorous men and women who served then and continue to serve today.

The more than 1,200 D.C. Air National Guard men and women serve a minimum of 24 drill training days plus 15 annual training days each year, and often more as the demands of the national defense increase in the mid-1990s.

With a dual mission of providing for national defense in aerospace in a national emergency and protecting the lives and well-being of District citizens in a civil emergency, the officers and airmen are organized, equipped and trained as a vital part of the US Air Force. A mission-ready asset of the Air Force's Total Force, the Air National Guard comprises a major portion of the tactical fighter, air mobility, ground communication, and weather service strength in the continental United States.

Tested during this nation's battles in World War II, the Korean War, the Vietnam War and the Persian Gulf War, the D.C. Air National Guard provides military might for this nation at a significant savings to the taxpayer. By assisting the Air Force and the Army in peacetime missions and combat exercises, the Air Guard provides a double reward for the training dollar.

The D.C. Air National Guard, which historically traces its roots to the Washington Light Infantry Corps, the Capital City Guards and the Columbia Rifles, has replaced the cannon and musket of old with today's AIM-9 missile, the turbojet engine, the air traffic control tower and the anemometer as part of the US Air Force. Yet the men and women remain committed to the spirit of "ready now," akin to their forebears, the Minute Men of the American Revolution.

Conclusion courtesy of Lt. Col. Mike Milord

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